MICROFILM

START OF ROLL

ROLL NO.

172

construction contracts

8035 Port of Entry (Ashland) 1974 $
Pacific Hwy. near Ashland
(Grading, paving & facilities)

75 – 12-24-73
95 – 7-3-74
8 – 9-26-74
7 – 12-5-74
1 – 7-20-77

8035 Port of Ent
Pacific Hwy.
(Grading, pav

C/A 4875 — 12-24-73
C.A 4995 — 7-3-74
C.A 5098 — 9-26-74
C.A 5177 — 12-5-74
C.A 6271 — 7-20-77

#8035

R. P. Hamilton
Director of Permits

July 26, 1977

C. W. Read, Manager
Commission Services

As requested, attached are three xerox copies of an agreement with the Public Utility Commissioner for the reimbursement of Weighmasters expenses incurred at the Ashland Port of Entry, Jackson County, in the amount of $334,600.

Also attached are three copies of another agreement with the Public Utility Commissioner for the reimbursement of Weighmasters expenses incurred at the Farewell Bend Port of Entry, Malheur County, in the amount of $315,250.

The Public Utility Commissioner has retained a fully executed copy of each agreement and we are retaining a copy of each agreement for the Transportation Commission's files.

kkr

Enclosures

ROBERT W. STRAUB
GOVERNOR

Public Utility Commissioner of Oregon

LABOR & INDUSTRIES BUILDING, SALEM 97310 PHONE (503) 378-6610

June 21, 1977

Mr. R. P. Hamilton
Director of Permits
Oregon State Highway Division
2960 East State Street
Salem, OR 97310

Attached are copies of two agreements between the Public Utility Commissioner and the Department of Transportation, Highway Division, for the reimbursement of Weighmasters expenses incurred at Ashland and Farewell Bend Ports of Entry.

The Legislature approved a limitation increase in P.U.C.'s 1977-79 budget for Weighmasters as follows:

a.	Ashland POE:	$334,600
b.	Farewell Bend POE:	315,250

Please have your legal staff review the agreements. We should try to conclude this by July 1, 1977.

If you have any questions, please let me know.

T. A. Bright
Controller

TA/ld

cc: Don Haakenson
Don Armstrong
Clarence Gilmer

PERMIT UNIT
RECEIVED
JUN 22 1977
DP OE CW WOS OAS
TS ATS ATS FILE TA

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

OREGON STATE HIGHWAY DIVISION

PERMIT UNIT

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2568

ROBERT W. STRAUB
GOVERNOR

F. B. KLASOE
Administrator of Highways

AUG 1976
RECEIVED
OPUC
SALEM

August 17, 1976

Mr. Tom Bright
Business Manager
Public Utility Commissioner
Labor and Industries Bldg.
Salem, OR 97310

Dear Mr. Bright:

Subsequent to the Emergency Board's approval for construction of a Port of Entry at Farewell Bend, you asked we furnish you with estimated costs of the Highway Weighmaster operations at the proposed Port for the 1977-79 biennium.

The estimated costs, for which Highway will be reimbursed by PUC, are as follows:

Personal Services		
Weighmaster 1, 6 positions @ $1028 =	$148,032	
Weighmaster 2, 2 positions @ $1133 =	54,384	
Weighmaster 3, 1 position @ $1251 =	30,024	
Overtime and Shift Differential =	14,000	
Subtotal	246,440	
OPE Factor 20.2%	49,780	
Total, Personal Services	$296,200	$296,200
Services and Supplies	~~57,900~~	18,050
Capital Outlay	1,000	1,000
TOTAL	~~$355,100~~	$315,250 *

Yours very truly,

R. P. Hamilton
Director of Permits

RPH:w

* Amount Approved 1977-79 Budget

OREGON STATE HIGHWAY DIVISION

PERMIT UNIT

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2568

ROBERT W. STRAUB
GOVERNOR

F. B. KLASOE
Administrator of Highways

JUN 1976 RECEIVED OPUC SALEM

June 29, 1976

Mr. Tom Bright
Business Manager
Public Utility Commission
Labor and Industries Bldg.
Salem, OR 97310

Dear Mr. Bright:

This will confirm our telephone conversation on June 24 concerning charges to PUC for Highway Division Weighmaster salaries at the Ashland Port of Entry for the 1977-79 budget period.

An itemization of salary costs is:

Weighmaster 1, 7 positions @ $1028 x 24 months =	$172,704
Weighmaster 2, 3 positions @ $1133 x 24 months =	81,576
*Weighmaster 3, 1 position @ $1251 x 8 months =	10,008
Overtime and Differential Pay	14,081
Subtotal	278,369
OPE 20.2%	56,231
Total	$334,600

OK TMB

*This position represents the Weighmaster Supervisor stationed at Medford. Our experience for the first 1½ years of Port operations reveals this supervisor is required to spend approximately one-third of his time either at the Ashland Port or on size and weight matters generated from Port activities.

The Highway Division budget proposed for 1977-79 will show the above amount as a credit, to be reimbursed by PUC.

Yours very truly,

R. P. Hamilton
Director of Permits

RPH:w
cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Hardy Cave (PUC)
C. C. Deyo

1-18035

July 20, 1977

Mr. T. A. Bright, Controller
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

MISC. CONTRACTS and AGREEMENTS No. 6221

Dear Mr. Bright:

Attached for your approval are two copies of an agreement with the Public Utility Commissioner for the reimbursement of Weighmasters expenses incurred at the Ashland Port of Entry, Jackson County, in the amount of $334,600.

Please sign and return one copy to 121 Transportation Building, Salem, OR 97310. You may retain the other copy for your files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Robert P. Hamilton

8035

February 6, 1970

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $11,500 will be made to M. C. Lininger & Sons, Inc. on Contract No. 8035 for work on the Port of Entry (Ashland) Section of the Pacific Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $302,618.61 including the post-final payment. No work was performed under forces account on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RJ

cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8.035

January 6, 1976

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Gentlemen:

The State Highway Division has considered your request for an adjustment of specified completion dates for Contract No. 8035, Port of Entry (Ashland), Jackson County.

After considering the facts pertaining to this request, the completion dates have been extended to delete all liquidated damages.

A total of 47 days delay was recognized for the reasons you submitted in your letter of October 23, 1975. Time was granted for Items 1, 4, 5, 6, 8, 9 and 10. A formal stop work order was in effect from December 18, 1974 until May 27, 1975 on the early phase, so liquidated damages were not assessed during that interval.

The new completion date for Phase "A" is June 9, 1975. This deletes all Phase "A" and concurrent damages.

A total of 56 days delay is recognized as a result of a delay in delivery of materials for high mast tower illumination.

The new extended completion date for Phase "B" is therefore June 25, 1975.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:DL:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

FORM 81.734.3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 2, 1976

FILE: CON 5 #8035

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Port of Entry (Ashland)
Pacific Highway
Jackson County
Contract No. 8035
Time Extension Request

The contractor, M. C. Lininger & Sons, Inc., for the subject project, has requested time extension for an unspecified amount but that would delete all liquidated damages. Bids were received on June 20, 1974 and the contract was awarded July 19, 1974. The project was considered complete June 25, 1975 and liquidated damages were charged as follows:

a. Phase "A" - All work except installation of high mast tower illumination was to be complete by November 15, 1974.

33 days @ $200/day (Nov. 16 through Dec. 18, 1974*)

* A stop work order was issued at the completion of the first lift of A.C. pavement for Dec. 19 through May 26 on Phase "A".

b. Phase "B" - All work was to be completed by April 30, 1975.

42 days @ $50/day (May 1 through May 26) (June 10 through June 25).

c. Phases "A" & "B" - Concurrent penalty

14 days @ $200/day (May 27 through June 9)
Phase "A" completed June 9.

The total damages charged to date equals $11,500.

The contractor should be entitled to an adjustment of time on Phase "A" for the following reasons:

1. Failure of the State to deliver the contract and bond to the contractor for execution within the 20 days required by Subsection 108.08 of the Standard Specifications.

9 days

2. Delay in delivery of fencing materials, as no work could be started until the right-of-way fence was relocated. The adjacent property was cattle pasture.

14 days

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

3. A partial stop work order was issued for August 20, 1974 through August 23, 1974 due to floor grade problems which developed during site preparation work, (P.A. No. 4).

4 days

4. A partial stop work order was issued for August 21, 1974 through August 30, 1974 due to unstable foundation material uncovered during excavation for the 30-inch siphon. Some days overlap with Item 3 above, (P.A. No. 6).

7 days

5. Special bedding material (not called for in the plans) was required during installation of the 4" sanitary pipe line. Work was delayed until this material could be obtained, (P.A. No. 9). This was a critical path item of work.

4 days

6. The contractor requested that the lime treatment of subgrade be deleted due to non-availability of lime. Sub-excavation and backfill replaced this work. The net result was a savings of $8,250 to the State, but additional time was used to complete the work, (P.A. No. 10).

4 days

7. Substantial sub-excavation and granular backfill was required for all culvert installation south of the main building. This work caused delay to critical work.

4 days

8. Extra work under E.W.O.s Nos. 3 and 5 on critical path items of work caused additional delay.

1 day

The total number of days listed above is 47. These days were recommended by both the Resident and the Region and are equal to the number of days liquidated damages charged for Phase "A" (both alone and concurrent with Phase "B" penalty).

Phase "B" time was charged for the installation of the high mast tower illumination only.

Subsection 651.11 of the Special Provisions required field verification of tower lengths and approval of shop drawings prior to the ordering of towers.

Field verification of tower lengths was not completed until 43 days after the contract was awarded. Some shop drawings were submitted and approved prior to field verification of pole lengths. Additional correspondence was required to initiate the necessary revisions to shop details.

Considerable delay was experienced during the approval of details for high mast tower appurtances. Several drawings were returned to the suppliers for corrections. The suppliers did not order the steel for the poles until all detail drawings were approved.

The prime contractor, the subcontractor, and the wholesale distributor pursued this work diligently, but their suppliers displayed considerable caution and reservation. This was during the steel shortage and rapidly changing markets. The State was a party to this delay only so far as the reasonableness of the time required for field verification of pole lengths. A review of the correspondence logs of the Design Section shows that shop drawings were reviewed promptly and required corrections noted. An actual shortage or delay in delivery of materials has not been documented at the supplier-fabricator level.

The significant time periods appear to be the 43 days between the award of contract and the verification of pole lengths and the 45 days between verification of dimensions and the approval of shop drawings. The actual time required for fabrication, delivery and installation were very nearly that which was estimated at the beginning of the project.

The materials in question were ordered by the subcontractor in a timely manner (prior to 7-25-74). There is adequate evidence in the correspondence that the subcontractor and wholesale distributor continually reminded their suppliers of the critical time frame for this contract. I, therefore, feel that this situation satisfies the intent of the supplemental specifications which allow the "delay in delivery of materials" as a consideration in the adjustment of contract time. It should be noted that the facility was in use with temporary lighting anyway.

I recommend that the specified completion dates be extended to permit completion of all contract work without the assessment of liquidated damages.

The specified completion date for Phase "A" work would be revised from November 15, 1974 to June 9, 1975. The Phase "B" date would be revised from April 30, 1975 to June 25, 1975.

This is a State project. A rough draft letter to the contractor is attached.

JAB:DL:fr
Att.
cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8035 Contractor M. C. Lininger & Sons, Inc.

Highway Pacific

Section Port of Entry (Ashland)

Kind of Work Grading, Paving and Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend extension of completion dates to delete all liquidated damages as follows:

Phase "A" would be revised from Nov. 15, 1974 to June 9, 1975.

Phase "B" would be revised from April 30, 1975 to June 25, 1975.

This is for delay in delivery of the contract by State, added work and delay in delivery of materials (fencing and illumination poles).

Recommended for Approval:

J. X. Wilson
Division Engineer

for Construction Engineer or Bridge Engineer

for State Highway Engineer

Contract No. .....

Project designation ..... State-Federal

Date awarded .....

Work started .....

Per cent completed ..... Date

No. of Workdays Allowed .....

No. of Workdays Used .....

No. of Added Workdays Requested .....

B—000 (Rev.)—836—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 8, 1975

Gentlemen:

We, the undersigned, respectfully request an increase ~~in~~ to max. numbef of calendar ~~work~~ days, within which to complete our Contract No. 8035, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached correspondence.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 24 1975

Respectfully submitted,

M. C. Lininger & Sons Inc.
Contractor

By Rodney B. Miller

CONSENT OF SURETY

Date October 10, 1975

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact, H. T. Duren

(SEAL)

Countersigned by:
HANSEN & POWLAND, INC. OF OREGON
1929 Georgia Pacific Building
Portland, Oregon
Resident Agent
By Thelma Wood
Resident Agents For Oregon

FORM 81-734.2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 13, 1975

FILE:

FROM: J. X. WILSON
Regional Construction Engr.

TO: C. T. Keasey
Construction Engineer

Attention John Bond

SUBJECT: Port of Entry (Ashland)
Pacific Highway
Jackson County
Contract No. 8035

Attached is a time extension request submitted by M. C. Lininger & Sons to cover time overrun on the subject project.

In reviewing Keith Martin's assessment letter and the included letter from Bill Maude dealing with two of the claim items, I feel there is adequate justification for granting the requested time. This would relieve the contractor of all liquidated damages.

JXW/cw
Attach.

cc Keith Martin

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — NOV 20 1975 — Berg
Harwood —
Johnsen — CONSTRUCTION
Walker — SECTION

Form 81 734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Grants Pass, Oregon 97526
November 12, 1975

ROSEBURG RECEIVED FILE: NOV 19 1975

Keith L. Martin

FROM: Keith L. Martin
Resident Engineer

TO: Regional Construction Engineer
Roseburg, Oregon

SUBJECT: Port of Entry (Ashland)
Pacific Highway
Jackson County
Contract No. 8035

Forwarded for consideration are the original and one copy of the contractor's request for increase in number of workdays to complete construction contract for the subject project. The contractor has requested the maximum number of days required. Liquidated damages were assessed in the following amounts:

Phase "A" only, 33 day ($200/day), (November 16 thru December 18)
Phase "A" & "B", 14 days ($200/day), (May 27 thru June 9)
Phase "B" only, 42 days ($50/day), (May 1 thru May 26)(June 10 thru June 25)
Total days phase "A" = 47
Total days phase "B" = 56

In the consideration of time assessed for Phase "A" work, only those items which effect the classes of work listed below should be included:

Site preparation
Drainage and below grade structures
Subgrade work
C.T.B.
A.C. pavement, shoulder rock

These classes constitute the critical path work for which liquidated damages were assessed. A stop work order was issued at the completion of the first lift of A.C. pavement even though the above-grade structure work was not complete. (The buildings were being utilized even though not actually complete.)

1. The bids were received on June 20, 1974, but the contract was not awarded until July 19, 1974. This is grounds for a 9 day extension under Section 103.08 of the Standard Provisions.

9 days.

2. Section 103.06 does not place a time restriction on the State for return of the contracts and bonds. Section 103.08 does not restrict the contractor from proceeding once the contracts and bonds are submitted. This delay was caused by a missing witness signature which necessitated its return and resubmittal.

no days.

3. The contractor had verbally requested this conference prior to August 2, 1974, through Bill Maude's office, but this office was unable to contact him. Five days between request and meeting is not an unusual delay.

no days.

Price Agreement

#1. Well Pump Substitution (not related)
#2. Subs. Culvert Pipe (written to prevent delay, no additional)
#3. Subs. Scale House Flooring (not related)
#4. Reduce Building Footing Height (not related)
#5. Delete Junction Boxes (not related)
Subs. Concrete Color Additive (not related)
#6. Modifiy Rigid Frame Forms (considered under item #6)
#7. Delete 6" Steel Pipe & Valve, Add 4" PVC Pipe (not related)
#8. Doc. Revisions to Drwg. #29808 (not related)
#9. Pipe Bedding (considered under item #8)
#10. Delete Lime & Increase General Exc. (considered under item #9)
#11. Subs Special Bedding in Rigid Frame (not related)
#12. Subs. Well Pump & Add Transformer (not related)
#13. Temp Duct Heater in Office Building (not related)
#14. Subs Butterfly Sign Structure (not related)
#15. Subs Concrete Inlet (no time involved)
#16. Voided
#17. Delete Curing Seal (reduction of time, insignificant)
#18. Temporary Cover for Scale Pit (not related)
#19. Temporary Illumination (not related)
#20. Substitute Office Lighting Lens, Add Intercom (not related)
#21. Add Urinal Screen (not related)
#22. Add Weather Stip to Doors (not related)
#23. Add Outlet Circuit (not related)
#24. 60 Ft. C.M.P. (was installed as rigid frame backfilled, no added time)
#25. Add Tack Coat to First A.C. Lift (balanced by item #17)
#26. Subs #1 Shingles (not related)

Extra Work Orders

#1. Locate & Repair Short (This was a delay, but was during the period 8/23/74 to 8/28/74 which is already being covered by items #5 & #6.)
#2. Add Elect. Vault at N. End Rigid Frame (This did effect the earth work, 6 hours by one electrician over a 5 day period, ½ hour one day by a backhoe operator, $688.) $688/$835,197.50 (88 days) = insignificant.
#3. Relocate Exist. Scale House (This did effect the earth work, approx. ½ day used.)
#4. Modifications to Office Building (not related)
#5. Add 1" Line to Scale House (This did effect the earth work due to laying time only as it was added in an existing elect. trench, approx. ½ day used.)
#6. Temp Sewage Pump (not related)
#7. Temp. Illumination Pole Holes (not related)
#8. Modif. to Office Building (not related)
#9. Spotlight Revision to Scale House (not related)
#10. Elect. Service to "Open" Sign (not related)
#11. Replace Sign Ill. Arms (not related)
#12. Dry Temp Sewage Pump Controls (not related)
#13. Revise Scale Signal Controls (not related)

4. According to the enclusures, the subject fencing material was ordered July 22, 1974 but not delivered until August 16, 1974. (The temporary fence was started August 15, 1974.) This is a total time span of 24 days which would seem to be excessive. In view of the critical nature of this item (no work could be started until the right of way fence was relocated as adjacent area was cattle pasture) and the short completion time, I feel that the contractor is justified in requesting 14 days.

14 days.

5. It was noted that the original ground at the office building was higher then indicated,and I ordered the contractor to stop work on it on August 20, 1974 until a decision could be made. I instructed him to proceed according to plan floor grade using the mimimum post height on August 23, 1974. This was an actual delay of 4 days and directly effected the site preparation (overlaps item #6).

4 days.

6. When excavation for the rigid frame over the 30 inch siphon was started, it was noted that the original ground near footing grade was saturated and very unstable. I instructed the contractor to stop work here on August 21, 1974 as further excavation as planned would endanger the siphon. On August 30, 1974 I instructed him to proceed with the excavation but to raise the bottom of footing grade 1'-5" (subexcavating 1' below that and backfilling with rock immediately after excavation). The actual motification of the forms required only 18½ man-hours which was not significant. Three of the above days overlap items #5.

7 days.

7. This was not a critical item and time was not charged because of its incompletion.

no days.

8. See Bill Maude's letter. 4 days.

9. See Bill Maude's letter. 4 days.

9a. See Bill Maude's letter. 4 or 5 days.

10. Refer to page 3 of this letter. 1 day

11. I believe that these are adequately covered elsewhere.

no days.

12. No data no days.

13. No materials delays other then those listed elsewhere are considered as they did not effect critical items.

no time.

Total All Items (Phase "A") = 47-48 days

Phase "B" time was charged for the installation of the high mast tower illumination only. According to the contractor's enclosures the following dates apply:

I field verified post lengths on 8/31/74;
Drawings submitted directly to Bridge;
Drawings returned for correction on 10/15/74;
Drawings submitted directly to Bridge;
Drawings returned for correction on 11/4/74;
Drawings submitted directly to Bridge;
Drawings returned for correction on 1/3/75;
Drawings submitted directly to Bridge;
Drawings returned approved-as-noted on 2/10/75;
Poles delivered to job site on 6/9/75;
Work completed on 6/25/75.

There was no delay, once materials were on the job, in completing the subject work. It is my opinion that the subcontractor pursued the subject work in a professional manner from the start of the project until completion. As the facility was in full use with temporary lighting during this overrun (and prior to it) with no real inconvenience to the State, I feel that we should approve the full 56 work day increases.

-56 days.

In summary I feel that the contractor is justified in requesting an increase in work days equal to the full assessed liquidated damages.

cc:file

FORM 8-36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

DATE November 10, 1975

TO Keith Martin, Resident Engineer

FROM Wm. H. Maude, Resident Engineer

SUBJECT Time Extension Request
Port of Entry(Ashland)
Contract 8035

My recommendations on contract requests eight and nine are as follows:

8. Work began in late September. It was called to our attention that there was no bedding required. This occurred on Monday, September 30, 1975. It took about the requested four days to recieve the approval. In addition, the backfill had to be hauled from Medford and the excavated material removed. The time requested seems justified.

9. As work progressed, it was aprarent that the south half of the project was a clayey silt and that the north half was fairly clean terrace gravels. On the ninth of September, the contractor called and said that lime was hard to get. After checking and then calling Region, Construction and Cregg, we got the go ahead to delete the lime and subexcavate the south end and fill with the gravels. We had at least two days delay on the decision. The work took quite a bit more time than the lime treatment would have required. The work took two weeks to complete. While this was done for the contractors convenience, it saved the State $8,250.00 and did delay the contract in excess of one week. I recommend that the four days be allowed.

One item not requested by the contractor but that I feel should be mentioned is drainage. Almost every culvert instlalled south of the building had to be subexcavated and granular material placed for bedding. This was time consuming and the price of the backfill did not pay for the costs nor make up the time used. While the time used is hard to estimate I feel that this item amounts to four or fivedays.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
NOV 10 1975

October 23, 1975

We do hereby request time extension to complete that work set forth under Article 108.08 (a) and (c) of the supplemental standard specifications.

1. Article 103.08 - delayed from June 20, 1974 until July 19, 1974. Reference letter # 1. Time requested nine days.

2. Article 103.06 - Contracts and bonds sent to Salem by Surety on July 29, 1974. Contracts received by M.C. Lininger on August 13, 1974. Reference letter # 3 and 5. Time requested eight days.

3. Article 108.04 - Contractor requested pre-construction conference on August 2, 1974. Not held until August 7, 1974. Reference letter # 4. Time requested five days.

4. Permanent fencing materials could not be obtained immediately, so a temporary fence was constructed allowing us to commence work on drainage and site items on August 21, 1974. Reference letters # 2, 6 and 26. Time requested fourteen days.

5. P.A. # 4 - Caused a relocation of the Port building and changes agreed to on August 30, 1974. Time requested nine days.

6. P.A. # 6 - Modify forms to change box culvert over 30" siphon. Change delayed the work. Time requested eight days.

7. P.A. # 7 - Indecisions and delays on irrigation line. It was not decided until February 19, 1975, of the location. Reference letters # 7, 10 and 11. Time requested six days.

8. P.A. # 9 - Pipe bedding on 4" sanitary line. Utility crew delayed doing other work due to the addition. Time requested four days.

9. P.A. # 10 - Deleted lime treatment and substituted sub-excavation and backfill of suitable material. Time requested four days.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 24 1975

10. We had a total of 26 price agreements and 13 extra work orders which caused multiple delays.

11. Following are letters 1 through 59 documenting miscellaneous delays relative to this article.

We do hereby request time extension to complete that work set forth under Article 108.08 (b) of the supplemental standard specifications.

12. Items (1) to (3) would apply to this.

13. See attached corresponding letters. # 60 through 83, documenting delays in material delivery.

105.09

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 24 1975

Following is a recap of attached correspondence:

No.	Date	From	Subject
1.	7/19/74	State of Oregon	Notice of Award
2.	7/22/74	Quality Fence	Order for fence material
3.	7/29/74	Hansen & Rowland	Contract and bonds sent to Salem
4.	8/ 2/74	M.C. Lininger	Request for pre-construction Conference
5.	8/12/74	State of Oregon	Transfer of contracts
6.	8/16/74	R. M. Wade Co.	Shipment of fence material
7.	9/ 4/74	M.C. Lininger	Irrigation pipe
8.	9/13/74	J. G. Knott Co.	Sewer pumps
9.	9/13/74	J. G. Knott Co.	Domestic and irrigation pumps
10.	9/18/74	M.C. Lininger	Irrigation pipe
11.	9/19/74	Res. Eng. O.S.H.D.	Irrigation pipe
12.	9/23/74	Coral Corporation	Butterfly sign
13.	9/23/74	Sims Electric	Dual Mag. Motor starter assembly
14.	9/27/74	Medford Construction	Status of Sub-contractors
15.	10/ 3/74	Res. Eng. O.S.H.D.	Revised plans, sewer lift station
16.	10/ 3/74	Res. Eng. O.S.H.D.	Butterfly sign
17.	10/ 7/74	Res. Eng. O.S.H.D.	Color schedule
18.	10/10/74	Medford Construction	Flush valve delays
19.	10/10/74	Coral Corporation	Butterfly sign
20.	10/15/74	Sims Electric	Lighting fixtures
21.	10/16/74	Sims Electric	OS type YL 301814 cast boxes
22.	10/17/74	Res. Eng. O.S.H.D.	Sample substitute
23.	10/17/74	Coral Corporation	Butterfly sign
24.	10/18/74	Res. Eng. O.S.H.D.	Drinking fountain pipe
25.	10/21/74	Res. Eng. O.S.H.D.	YL 301814 Cast boxes
26.	10/24/74	Res. Eng. O.S.H.D.	Submersible pump
27.	10/24/74	Res. Eng. O.S.H.D.	Butterfly sign
28.	10/26/74	Sims Electric	Lighting fixtures
29.	10/26/74	Sims Electric	Shipping dates
30.	10/30/74	Res. Eng. O.S.H.D.	Transformer - Sub pump
31.	10/30/74	Medford Construction	Sub-contractor status
32.	10/31/74	Res. Eng. O.S.H.D.	Summary material delays
33.	10/31/74	Res. Eng. O.S.H.D.	Summary construction progress
34.	10/31/74	Res. Eng. O.S.H.D.	Butterfly sign
35.	11/ 1/74	Res. Eng. O.S.H.D.	Submersible pump
36.	11/ 1/74	Res. Eng. O.S.H.D.	Lighting fixtures
37.	11/ 1/74	Sims Electric	Transformer - well pump
38.	11/ 4/74	Medford Construction	Completion and delivery dates
39.	11/ 6/74	Medford Construction	Heating unit
40.	11/ 7/74	Medford Construction	Misc. shipping dates

No.	Date	From	Subject
41.	11/21/74	Res. Eng. O.S.H.D.	Heating unit
42.	11/26/74	Sims Electric	Shipping
43.	11/26/74	Sims Electric	Material deliveries
44.	11/27/74	Res. Eng. O.S.H.D.	Shingle staining
45.	12/ 5/74	Res. Eng. O.S.H.D.	Paint rest rooms
46.	12/ 6/74	Sims Electric	Main panel scale house
47.	12/ 6/74	Res. Eng. O.S.H.D.	Lighting fixtures
48.	12/ 9/74	Res. Eng. O.S.H.D.	Urinal screen
49.	12/ 9/74	Sims Electric	Temporary external lighting
50.	12/12/74	Sims Electric	Lighting fixtures
51.	12/16/74	Sims Electric	Temporary external lighting
52.	12/26/74	M.C. Lininger	Shut down request
53.	1/10/75	Res. Eng. O.S.H.D.	Shut down
54.	2/21/75	Res. Eng. O.S.H.D.	Well housing
55.	4/24/75	Res. Eng. O.S.H.D.	Signals scale house
56.	5/ 1/75	Sims Electric	Signal scale house
57.	5/12/75	Res. Eng. O.S.H.D.	Resume work
58.	5/14/75	Res. Eng. O.S.H.D.	Signal scale house
59.		Res. Eng. O.S.H.D.	Resume work

Time under 108.08 (b)

60.	9/13/74	Sims Electric	Expected completion
61.	9/17/74	Res. Eng. O.S.H.D.	Pole dimensions
62.	9/19/74	Sims Electric	Pole height
63.	10/14/74	Sims Electric	Delay
64.	10/15/74	Res. Eng. O.S.H.D.	
65.	10/31/74	Sims Electric	Junction boxes
66.	11/ 1/74	Res. Eng. O.S.H.D.	Junction boxes
67.	11/ 4/74	Res. Eng. O.S.H.D.	Tower length
68.	11/ 5/74	Sims Electric	Delivery schedule
69.	11/ 6/74	Sims Electric	
70.	11/ 8/74	Res. Eng. O.S.H.D.	Changes approval
71.	11/18/74	Sims Electric	Drawing correction request
72.	1/ 3/75	Res. Eng. O.S.H.D.	
73.	1/ 4/75	Sims Electric	
74.	1/13/75	Sims Electric	
75.	2/10/75	Res. Eng. O.S.H.D.	Lower device approval
76.	2/11/75	Sims Electric	

No.	Date	From	Subject
77.	2/21/75	Sims Electric	Shipping dates
78.	2/24/75	Sims Electric	Shipping dates
79.	3/12/75	Res. Eng. O.S.H.D.	Time delay requests
80.	3/10/75	Sims Electric	Delivery schedule
81.	3/18/75	Sims Electric	
82.	5/22/75	Sims Electric	Shipping dates
83.	6/27/75	Sims Electric	Completion

2—329 (Rev.)—534—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 8, 1975

Gentlemen:

We, the undersigned, respectfully request an increase ~~in~~ to max. number of calendar~~days~~ to ..... days, within which to complete our Contract No. 8055, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached correspondence.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 24 1975

Respectfully submitted,

H. C. Lininger & Sons Inc.
Contractor

By Rodney B. Miller
Rodney B. Miller

CONSENT OF SURETY

Date October 10, 1975

We, UNITED PACIFIC INSURANCE COMPANY

....., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact, H. T. Duren

(SEAL)

Countersigned by
HANSEN-ROWLAND, INC. OF OREGON
1924 Georgia Pacific Building
Portland, Oregon
Resident Agent

By Ethel Wold
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommended for Approval:

J. X. Wilson

..... Division Engineer

..... Construction Engineer or Bridge Engineer

..... State Highway Engineer

Contract No. .....

Project designation ..... State-Federal

Date awarded ..... Date

Work started .....

Per cent completed .....

No. of Workdays Allowed .....

No. of Workdays Used .....

No. of Added Workdays Requested .....

B—330 (Rev.)—336—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 8, 1975

Gentlemen:

We, the undersigned, respectfully request an increase ~~in~~ to max. number of ~~the number of workdays from~~ ~~calendar days~~ to ..... days, within which to complete our Contract No. 8035, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached correspondence.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 24 1975

Respectfully submitted,

H. C. Lininger & Sons Inc.
Contractor

By Rodney B Miller
Rodney B. Miller

CONSENT OF SURETY

Date October 10, 1975

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren
Attorney-in-fact, H. T. Duren

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1429 Georgia Pacific Building
Portland, Oregon
Resident Agent

By Ethel Wold
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

J. X. Wilson

..... Division Engineer

..... Construction Engineer or Bridge Engineer

..... State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

R. X. Wilson
..... Division Engineer

..... Construction Engineer or Bridge Engineer

..... State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

B—329 (Rev.)—4M—10-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 8, 1975

Gentlemen:

We, the undersigned, respectfully request an increase ~~in~~ to max. number of ~~calendar~~ days to ..... days, within which to complete our Contract No. 8055, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached correspondence.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 24 1975

Respectfully submitted,

M. C. Lininger & Sons Inc.
Contractor

By Rodney B Miller
Rodney B. Miller

CONSENT OF SURETY

Date October 10, 1975

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact, H. T. Duren

(SEAL)

HA... LAND, INC. OF OREGON
...420 Gen... Pacific Building
Portland, Ore...
Resident Agent

By Ethel Wold
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

R. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. .....

Project designation ..... State-Federal

Date awarded .....

Work started .....

Per cent completed ..... Date

No. of Workdays Allowed .....

No. of Workdays Used .....

No. of Added Workdays Requested .....

35

15

December 18, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On December 17, 1975, we wrote to you concerning release of final payment on Contract No. 8015 awarded to M. C. Lininger & Sons, Inc. for work on the Port of Entry (Ashland) Section of the Pacific Highway in Jackson County.

Final payment on this contract is $43,437.80 and the total contract amount is $891,113.51 including $9,024.30 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 15, 1975

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8035, Work Completed 6-25-75

Project Port of Entry (Ashland)

Highway Pacific, County Jackson

Type of Work Grading, Paving & Facilities

Contractor M. C. Lininger & Sons, Inc.

Recommended Acceptance Date 12-16-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:dgk

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
DEC 15 '75
REFER TO
FOR
Init. | Chief Engr. | Y.D. | D.R. | Sec. | Act. | File

APPROVED
STATE HIGHWAY ENGINEER
DATE: 12-16-75

FORM 81-756-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Port of Entry (Ashland)	WEEK ENDING: November 15, 1975
		SECTION PREFIX: 7970
	HIGHWAY: Pacific	COUNTY: Jackson
NAME OF JOB: Port of Entry (Ashland)	KIND OF WORK: Grading, paving & facilities	
CONTRACTOR: M. C. Lininger & sons	CONTRACT NUMBER: 8035	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 19, 1974	DATE WORK STARTED: August 15, 1974	ESTIMATED COMPLETION DATE: June 25, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS (119)(285)	CALENDAR DAYS USED (166)(341)
	SPECIFIED COMPLETION DATE: 11/15/74, 4/30/75	PERCENT OF TIME ELAPSED: (139.5%)(119.6%)
PROJECT AUTHORIZATION: $1,125,590.85		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $1,036,335.95	ENGINEERING AUTHORIZATION: $89,253.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $922,000.00	ENGINEERING COST TO DATE: $101,545.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
	This Week 80.32	
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: -11.0 %	PERCENT OF AUTHORIZATION: 113.8%	DATE PROJECT WAS COMPLETED: Phase "A" June 9, 1975 Phase "B" June 25, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Overcast, Rain	0		
MONDAY 10	Rain, cold	0		
TUESDAY 11	Ptly, cldy, cool	0		
WEDNESDAY 12	Foggy, cool a.m. Clear, p.m.	0		
THURSDAY 13	Foggy, cool a.m. Clear, p.m.	0		
FRIDAY 14	Cldy, rain, cool	0		
SATURDAY 15		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
NOV 17 1975
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 9	No activity by contractor all week.
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	
SATURDAY 15	

REMARKS

STATUS: Project now completed.
All documentation received.
Semi-Final estimate submitted November 4, 1975.
Third notification sent November 10, 1975.

NOTE: This is the final weekly report.

SIGNED Keith L. Martin LOCATION Grants Pass, Oregon
Keith L. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8035

R

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

.....E. Salem Highway Bldg.....

.....July 15, 1975.....

TO: R. P. Hamilton
Director of Permits

SUBJECT: Ashland Port of Entry

Memo to the File

I was advised this date by Mr. Tony Bright of P.U.C. Administrative Services Division that all charges against construction of the Ashland Port of Entry must be cleared by August 15, 1975.

Public Utility Commissioner auditors have established this cut-off date for audit of the 1973-75 biennial period. Any and all billings to be submitted by Highway must be submitted to P.U.C. and be paid by P.U.C. prior to that date.

RPH/td

cc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Walt Hart
A. Shirley

RECEIVED
JUL 16 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

X035

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~MAI 14-2~~

Salem, Oregon

April 3, 1975

FROM: R. P. Hamilton
Director of Permits

SUBJECT: Ashland Port of Entry

TO: ~~MEMO TO~~ THE FILE

NOTED
H. S. COULTER

Copy
Int 9.17

The attached is a statement prepared by P.U.C. apparently in support of their 1975-77 budget request, and relates to Port of Entry operations.

RPH/td

Attachment

cc: F. B. Klaboe
H. S. Coulter
D. H. Moehring
Ralph Sipprell

RECEIVED
APR 3 1975
Office of
Assistant State Highway Engineer

MOTOR CARRIER PORTS OF ENTRY

The inclusion of $1 on line 16, page 21 of the PUC 1975-77 budget refers to proposed expansion of the service program known as the motor carrier ports of entry project, the concept of which was approved by the last legislative session. Subsequently, port of entry (POE) facilities were completed and complete carrier services were initiated at the "Ashland site" on December 20, 1974.

HISTORY

For many years, Oregon has imposed various requirements on the motor carrier industry as conditions precedent to their right to operate on Oregon highways. The principle thrusts of this statutory design are to ensure the public of a sound, reliable motor carrier system; to protect the public and the highways from dangerous or damaging operations and to secure payment from motor carriers proportionate to their use of the highways.

Principally, the carrier must have proper authorization to operate in certain types of carriage; vehicles must be in safe operating condition; carriers must have appropriate insurance and bond coverage; the hauling of overwidth, overlength, or overweight loads must be authorized; vehicles are weighed; license prorate requirements must be complied with and weight-mile tax must be paid. Checking carrier compliance with these requirements assists in preventing illegal diversion of traffic from authorized carriers; evasion of tax obligation; abuse of the highways and enhances public safety upon Oregon's highways.

Rapid and continued growth of motor carrier activity focused attention in recent years on a long-standing problem involving regulation and servicing of vehicles entering the state. While Oregon had placed substantial obligations on the motor carrier industry, which industry has doubled its weight-mile tax payment to Oregon during the last ten years to approximately $72,000,000 a biennium

and might pay an additional 50 to 55 million per biennium under the terms of HB3176 and HB3177, it had not provided an efficient means by which vehicles entering the state could be serviced and policed in compliance with those requirements. Carriers enter the state at all hours of the day and all days of the week. Yet service facilities, operating from 8 a.m. to 5 p.m. on Mondays through Fridays only does not afford adequate hours, truck access and space to properly service and police vehicles inbound to Oregon. Thus, opportunities and additional motivation are provided to operate illegally.

In consideration of the aforementioned circumstances, it was determined that regulation, collection, safety, and the continued flow of commercial highway traffic could be effectively improved by establishing ports of entry. Such ports would be established witha small part of the $72,000,000 weight-mile tax collected from truckers each biennium, manned by state personnel, and located with easy truck access rather than the difficult, dangerous and time consuming locations of former field office service points. Staff at POE points would determine accurate weights, lengths and widths of loads to prevent misuse of highways, collect the proper taxes, fees and debt delinquencies, detect and prevent unauthorized operations, assist carriers in securing proper authorization, issue PUC, DMV, and highway permits, enforce equipment and driver safety requirements, provide a large body of data for use in future carrier audits and provide a center for information to the public and carriers concerning state motor carrier requirements.

The motor carrier port of entry project was placed before the 1973 legislature, the POE concept was approved along with directions to secure necessary funding from the Emergency Board and proceed with the project. A Planning Committee consisting of a representative from each of the affected agencies - Executive Department, PUC, DMV, Highway and State Police was established and did the final planning. Funds were secured and in late 1974 a port of entry was established close to Ashland.

THE ASHLAND PORT OF E[illegible]

This facility, located on I-5 several miles north of Ashland, serves northbound traffic and consists of a weigh station, processing office and areas for traffic and parking. It is open 24-hours a day, seven days a week including holidays. Staff employed at the POE totals 11 weighmasters and 12 processing personnel. Three of the jobs were existing positions transferred to the POE. Land acquisition and construction costs will total approximately $1,100,000.

The Ashland POE began operations on December 20, 1974, with some portions yet unfinished. POE services now embrace PUC, DMV, and Highway requirements and, in addition, the staff is checking the state recreational vehicle insignia requirements for the Department of Commerce on shipments into the state.

During the two months the port of entry has been open it has not yet had an opportunity to function under normal traffic volume conditions. Its operation to date has been during a time of decreased truck traffic due to the recession. It is estimated that the decrease, compared to the same months in 1974, approximates 16 1/2 percent in January and 15 1/2 percent in February. Even though the POE is operated by a new crew, with some new procedures and during a time of decreased traffic volume, it is beginning to show its value to the highway fund, the motor carrier industry, and the public as shown by the following data. For the two months of January and February 1975, with POE operation, compared to the same two months in 1974, without POE operation, there were:
1,188 more PUC passes issued; 962 more DMV trip permits issued; 548 more highway permits issued; 189 more plates turned in; and, 60 plates seized - increases noted in all other activities. Associated revenues were greater by $48,882. It is estimated that this figure would be about $61,000 if economic conditions had not decreased traffic. January and February are usually low traffic months but even on this basis, these figures would extend the revenue increase to between $293,000 and $366,000 a year.

In addition:

There were 60 cancelled plates removed from vehicles which allows the proper registration of those vehicles and the collection or remedy of any account deficiencies.

Weighings are considered to have an audit value of approximately $1.15 per weighing. On this basis, the 24-hour weighing at the POE will return in audit recaptures after reduction for pre POE weighing, approximately $115,920 per year or $134,467 for nonrecession traffic levels.

Thus, it appears that the Ashland POE fee and tax benefits to Oregon will be between $400,000 and $500,000 annually without further traffic growth beyond the 1974 levels.

Beyond this, however, there are other very significant benefits of POE operation. For example, a substantial saving to the motor carrier industry is represented by reduced transit time through operation of the POE. Formerly, trucks needing processing had to go off the highway in slow and dangerous traffic conditions to the old Ashland office or to the Medford office. The port of entry has eliminated much of that time. Calculated at the industry cost of $18 per hour of delay, the estimated savings to the industry is approximately $167,000 per year. This does not include the additional indeterminate time lost by trucks that formerly laid over on the weekends awaiting office opening.

Another benefit which has a savings significance to the public and the motor carrier industry is the POE's potential to decrease truck accident probability. Because of staff time limitations, we have only been able to conduct a limited number of safety checks at the POE, however a greater number are programmed for the future. Based on the check made to date, some indications are apparent. Of 400 vehicles given a basic check, 65 trucks, tractors, and trailers were thoroughly inspected and a total of 118 vehicle defects and nine driver violations were found. Twenty-nine of these vehicles were placed out-of-service.

Four of the vehicles w[illegible] double tanks carrying hazard [illegible] materials and of the eight tanks, six were in violation of the testing and inspection requirements.

The National Safety Council estimates the cost of a death due to accident to approximate $90,000 and $13,700 for a disabling injury. If just one death and one disabling injury per month could be prevented by safety checks at the port of entry before substantial operations on Oregon's highways, the savings to society would amount to over $1,000,000 per year.

An additional beneficial cost impact stems from the additional weighing and policing of overweight vehicles at the 24-hour POE. Heavy weights is one of the prime contributors to highway damage necessitating reconstruction and repair. During the first two months of 1975, approximately 130 more overweight trucks were apprehended at the POE, before substantial operation on Oregon highways, than had occurred in that area in 1974. Projected, this would total 780 such trucks per year. If the resulting reduction of damage saved as much as the costs of construction of just one mile of highway at $2,000,000 per mile, the cost of the POE would be more than returned to the highway fund in that element alone.

← Weighmaster Records = 165 RPH

As costs go up and if presently introduced legislation passes increasing the weight-mile tax rates, there will be increasing motivation on the part of truckers to avoid detection of their operations. Ports of entry will reduce the chance of successful evasion.

803

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Port of Entry (Ashland) Date December 13, 1974

Highway Pacific Contract No. 8035

County Jackson Prefix 7970

Contractor M. C. Lininger & Sons, Inc. F. A. Project No. State

Address P O Box 1145, Medford, Oregon 97501 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Excavate four (4) holes for 35 ft. temporary wooden illumination poles. This will include bridging of curbs and sidewalks, planking to move equipment, hole covers if required, and disposal of waste material.

Location by station numbers:
1356 to 1365
Temporary poles 3, 4, 5, & 6 as shown on drawings 30153 and 30154.

Estimate of quantities and cost:

Equipment	+ 15%	$170.00
Labor	+ 20%	230.00
	TOTAL	$400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Specified completion date for tower illumination is April 30, 1975. With the facility shceduled for opening December 20, 1974, temporary illumination is required. No provisions for this were included in the contract. This was an additional anticipated item in the contract authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,125,590.85

Present estimate of project cost, including $ 400.00 for work under this order $1,125,590.85

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Keith L. Martin, Resident Engineer

Approval Recommended: J. X. Wilson, Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

AD
1-3-75

SP-22877-734

Form D-320-A&E 8037

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Port of Entry (Ashland) Date December 13, 19 74

Highway Pacific Contract No. 8035

County Jackson Prefix 7970

Contractor M. C. Lininger & Sons, Inc. F. A. Project No. State

Address P O Box 1145, Medford, Oregon 97501 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate four (4) holes for 35 ft. temporary wooden illumination poles. This will include bridging of curbs and sidewalks, planking to move equipment, hole covers if required, and disposal of waste material.

Location by station numbers:

1356 to 1365
Temporary poles 3, 4, 5, & 6 as shown on drawings 30153 and 30154.

Estimate of quantities and cost:

Equipment	+ 15%	$170.00
Labor	+ 20%	230.00
	TOTAL	$400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specified completion date for tower illumination is April 30, 1975. With the facility shceduled for opening December 20, 1974, temporary illumination is required. No provisions for this were included in the contract. This was an additional anticipated item in the contract authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . . By [illegible] 30.85

Present estimate of project cost, including
$ 400.00 for work under this order $ 125,590.85

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . . %

Space to right of this line is for use of Salem Office

Submitted by: Keith L. Martin
Resident Engineer

Approval Recommended: [signature]
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: [signature]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

AD
1-3-75

BF*23077-734

w/ file #8035

files

December 5, 1974

J. B. Boyd
Right of Way Engineer

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 5177

Attached are two copies of an agreement with the City of Ashland covering the connection of the Port of Entry sewage facilities to the Ashland sewage system on the Pacific Highway in Jackson County.

It is my understanding that you wish to send this agreement to the City for their signature. When it has been signed, please return the original for the Transportation Commission's files.

fkn
Att.

7970

Form 81-794-1168

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 5035

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section Port of Entry (Ashland) Date November 7, 1974, 19

Highway Pacific F.A.P. No. State

County Jackson Prefix 7970 Account No. 279-03

Description of Work To Be Done:

Install truck scale mechanism

Location by Station Numbers:

1365+60

Estimate of Quantities and Costs:

Install truck scale mechanism	$ 10,500.00

Explanation:

Additional anticipated item under the contract authorization

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,125,590.85
Present estimate of project cost, including $10,500.00 for work under this order	$1,122,590.85
Expected under-run/over-run (amount)	$3,000.00
Expected under-run/over-run (per cent)	.00997

Space to right of this line is for use of Salem Office

Submitted by: Robert Smith
Resident Engineer

Approval Recommended: J. X Wilson
Regional Engineer

Approval Recommended: _____
For: Construction Engineer or Bridge Engineer

Approved: _____
Construction Engineer

AD

8035

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

November 1, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Port of Entry
Contract No. 8035

TO: THE FILES

Al Harwood met in Medford October 31, 1974 with representatives of the P.U.C., contractor and subs, and highway people to discuss delays in completion of the Port of Entry.

Mr. Humphry of the P.U.C. office indicated staff had been hired and equipment purchased in anticipation of opening up the Port of Entry to business November 15. Now wanted to know when opening ceremonies can be held and the station opened.

After much discussion concerning delays in contract award, obtaining various pieces of equipment and materials, settled on December 15 as a realistic and achievable date which was acceptable to Mr. Humphry.

The contractor will double check materials and equipment needed for opening and if something will delay the December 15 date, will advise in the next day or so.

Project will not be complete by December 15 but temporary work and installation if required will be performed to permit opening.

CTK:mk

cc: H. S. Coulter
Bob Hamilton
J. X. Wilson

RECEIVED
NOV 1 1974
Office of
Assistant State Highway Engineer

8035

Form S.[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Port of Entry (Ashland) Date October 22, 1974

Highway Pacific Contract No. 8035

County Jackson Prefix 7970 - 201 - 900

Contractor M.C. Lininger & Sons, Inc. F. A. Project No. State

Address P.O. Box 1145, Medford, Oregon 97501 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install the 1 inch polyethylene pipe as specified on page 134 of the contract special provisions.

Location by station numbers:

OS 1363 + 50 to OH 1365 + 60

Estimate of quantities and cost:

Labor + 20%	$125.00
Material + 15%	$ 65.00
Equipment + 15%	$140.00
	$390.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The subject pipe is specified on page 134 of the contract special provisions under the Office Building Section, but that section specifically excludes payment for this item beyond 10 feet from the building. The pipe is not included under any other bid item for this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,125,500.00

Present estimate of project cost, including $390.00 for work under this order $1,126,210.00

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . . %

Space to right of this line is for use of Salem Office

Submitted by: Keith Z. [illegible] Resident Engineer

Approval Recommended: [illegible] Division Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer

Approved: [illegible] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP-23077-794

A7

8035

J

Contract 8035

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 2, 1974

Mr. Harry L. Baker, Adm.
Building Codes Division
Department of Commerce
325 13th Street N.E., Suite 601
Salem, OR 97310

Dear Mr. Baker:

Building Permit Valuation
Port of Entry (Ashland)
Jackson County
Contract 8035

Thank you for your interpretation of building permit valuation on the Port of Entry Complex at Ashland and state projects in general.

We do not intend to pursue the matter further with the Jackson County Development Commission but to use this interpretation only as a guideline on future jobs.

Our jobs, as you are probably aware, consist of grading, paving, drainage structures, illumination, water supply and sewage disposal, as well as buildings, all on public right of way. We, therefore, conclude that permit valuation be based only on the construction covered by Structural Code, Mechanical Code, and Fire and Life Safety Codes.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

GJB:dh

cc E. S. Hunter /w/ encl.
Alfred Shirley /w/ encl.
Keith Martin /w/ encl.
C. G. Swenson /w/ encl.

NOTED E. S. HUNTER

RECEIVED
OCT 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF COMMERCE

BUILDING CODES DIVISION

617 CHEMEKETA STREET NE • • SALEM, OREGON • • 97310

September 26, 1974

Mr. Walter J. Hart
Bridge Engineer
State Highway Division
Highway Building
Salem, OR 97310

RE: Your letter of September 16, 1974, concerning building permit valuation for Port of Entry Complex in Ashland

Dear Mr. Hart:

The State of Oregon Structural Specialty Code, which became effective July 1, 1974, provides in Section 303(a) in part, "The determination of value or valuation under any of the provisions of this code shall be made by the building official. The valuation to be used in computing the permit and plan check fees shall be the total value of all construction work for which the permit is issued as well as all finish work: painting, roofing, electrical, plumbing, heating, air conditioning, elevator, fire extinguishing systems, and any other permanent work or permanent equipment."

The definition of building official in Section 403 is, "Building Official means a person charged by a municipality with responsibility for administration and enforcement of the State Building Code in the municipality." Municipality under Section 414 says, "Municipality means a city, county or any other unit of local government authorized by law to enact a building code."

Section 112 says, "Inspection of State Owned Buildings. Jurisdiction of state owned buildings shall be retained by the administrator. Normal fees will be charged. The administrator may delegate the responsibility to municipalities."

Section 402 defines administrator as, "The State Building Codes Administrator (Harry L. Baker)." Jackson County has requested this responsibility be delegated to them, and this office has agreed.

The Building Code law did not provide for any exemptions from the State Building Code. Experience has shown that many state buildings have in the past not complied with building codes or good practice. The Highway Building is not one of these, however.

RECEIVED
SEP 27 1974
BRIDGE DIVISION

You asked about exemptions: Section 103 in part says, "The provisions of this code are applied to construction ... and use of any building or structure within the state except work located primarily in the public right-of-way, public utility towers and poles, mechanical equipment not specifically regulated by this code, and hydraulic flood control structures."(heating, ventilation and air conditioning Mechanical equipment is regulated by the State Mechanical Specialty Code.) Under this section the high illumination, culvert extension and sewer line may be in the public right-of-way and be exempted.

We have included a copy of our building valuation data sheet which, in state controlled areas, we use as a gauge to valuation.

The reason for permit and plans review fees is to develop revenue to pay for these services. If you are still unable to agree on the fees, we are available to review and attempt to mediate the dispute.

Hope this is of some help.

Sincerely,

for Harry L. Baker
Administrator

HLB:WMF:gs

Enclosure

RECEIVED
SEP 27 1974
BRIDGE DIVISION

#3035

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 26, 1974

Mr. Darron Roberts
Pacific Power & Light Co.
P. O. Box 1148
Medford, OR 97501

MISC. CONTRACTS and AGREEMENTS No. 5098

Electric Service Agreement
Port of Entry & Truck Scale
Site (near Ashland)

Dear Mr. Roberts:

Attached for your records is a fully executed copy of the above captioned agreement.

We have retained a fully executed copy of this agreement in the Department of Transportation, Highway Division files.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk
Attach.

bc: General Files-original of agmt.
Alfred Shirley, Jr. w/copy of agmt.
Keith Martin w/copy agmt.
Gary Kennen "

8035

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Port of Entry (Ashland) Date September 25, 1974.

Highway Pacific Contract No. 8035

County Jackson Prefix 7970-201-900

Contractor R.C. Ellinger & Sons, Inc. F. A. Project No. State

Address P.O. Box 1145, Medford, Oregon 97501 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate the existing scale house as indicated on plan sheets # 4 & 4A (note # 1).

Location by station numbers:

OS 1357+75

Estimate of quantities and cost:

Equipment	$ 113.40	(1.15)	$ 130.41
Materials	$ 50.00	(1.15)	$ 57.50
Labor	$ 352.00	(1.20)	$ 422.40
	Total		$ 610.31

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Note # 1 (plan sheets # 4 & 4A) states that this building will be relocated as directed by the engineer (extra work).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . . $ 1,125,590.00

Present estimate of project cost, including $ 610.31 for work under this order $ 1,126,590.00

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . . %

Space to right of this line is for use of Salem Office

Submitted by: Robert C. Ellinger 1355 Resident Engineer

Approval Recommended: J. X. Wilson Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer. Construction

AP

State Printing

8035

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 16, 1974

Mr. Harry L. Baker, Adm.
Building Codes Division
Department of Commerce
325 - 13th St. N. E., Suite 601
Salem, OR 97310

Dear Mr. Baker:

We would like an interpretation from your agency as to the valuation to be used in assessing permit fees that have adjacent exempt highway construction as part of the project.

We have been experiencing difficulties in assessing valuation for a building permit from Jackson County Planning Department in Medford. This project is the Port of Entry Complex in Ashland and includes scale house, scale pits, highway illumination, P.U.C. office building, culvert extensions, truck and car parking lot, well, well house, and sewage pump station and sewer line.

Jackson County building officials interpret the law differently than we do in assessing permit and plan checking fees. Please tell us the intent of the legislation as to what public construction is to be exempt from building permits.

Very truly yours,

ORIGINAL SIGNED
R.W. ELLISON
Walter J. Hart
Bridge Engineer

GJB/db

cc: E. S. Hunter
Alfred Shirley
Keith Martin
C. S. Swenson

RECEIVED
SEP 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

35

Salem, Oregon

September 12, 1974

Keith Martin, Resident Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Port of Entry (Ashland)
Pacific Highway
Jackson County

In response to your request for information concerning substitution of P.V.C. pipe for the specified welded steel pipe it is my understanding that the steel pipe is required by our agreement with the Irrigation District. Any such substitution would have to be approved by them. It is suggested that you contact them to get their acceptance.

FET:we
cc: C. T. Keasey
Alfred Shirley
Jim Chidsey
W. W. Reed
Fred Eriksen

1 Vardaeg ✓
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout 4

RECEIVED
SEP 13 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM S-08 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
September 9, 1974

SUBJECT: Port of Entry (Ashland)
Pacific Highway
Jackson County
Contract # 8035

To: Bridge Engineer
State Highway Building
Salem, Oregon 97310

Enclosed herewith is a letter from the contractor proposing substitution of class 150 6" p.v.c. pipe for the 6" welded steel pipe specified for bid item # 27.

I am also enclosing 6 copies of a brochure with the characteristics of this pipe.

Would you please advise if welded steel pipe is unavailable, if the pvc pipe is an acceptable substitute, and if the $ 4.00 per lineal foot credit to the state is acceptable.

Keith L. Martin
Resident Engineer

cc: Construction Engineer w/enc.
Section Engineer w/enc.
Bill Maude w/enc.
file

1
2 T
3

C. F. McHUGH

RECEIVED
SEP 16 1974
BRIDGE DIVISION

LININGER

September 4, 1974

Mr. Keith Martin
Resident Engineer
Oregon State Highway Dept.
P.O. Box 306
Grants Pass, Oregon

RE: Port of Entry (Ashland)
Contract # 8035

Dear Sir:

Attatched please find brochure on 6" P.V.C. Cl 150 which we propose to substitute for Item 27, 6" welded steel pipe. The welded steel pipe as specified is unavailable at this time.

If allowed to make the substitution we would allow a credit of Four Dollars ($4.00) per lineal foot.

Yours very truly
M.C. Lininger
R.B. Miller

Att;
RBM/jb

GENERAL CONTRACTORS, P.O. BOX 1145, MEDFORD, OREGON 97501 (503) 779-2303
EQUAL OPPORTUNITY EMPLOYER

Technical Data

Johns-Manville PVC Class Water Pipe

with Ring-Tite® Joints

Class 150-200

TRX-27

Description

J-M PVC Class Water Pipe was developed to answer the demand for improved efficiency in the movement, collection and transmission of water and other liquids in municipal and industrial systems. The special emphasis on the municipal market served as the rationale for designing this pipe with cast iron outside diameters. The wall thickness and design approach (SDR) make this pipe comparable with traditional piping materials for use in municipal water/fire line service.

Pressure Ratings

Class 150 pipe is designed to operate at a service pressure of 150 psi plus 35 psi surge and is routinely hydrotested to 600 psi. Class 200 is designed to operate @ 200 psi plus a 35 psi surge allowance and is routinely hydrotested to 800 psi. Pressure ratings are at 73.4°F.

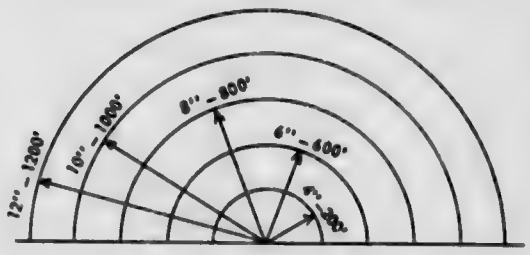
Flow Characteristics

Using the Hazen-Williams formula to compare flow characteristics, PVC yields a C value of 150. PVC retains its smooth I.D. during service. There is no tuburculation and resulting head loss.

Product Properties

The inherent ductability of PVC imparts good impact resistance. PVC is extremely resistant to corrosion or attack by acids or "hot" soils. A non-metallic material, it is free from electrolytic action. Certain organic solvents, such as ketones and aromatic hydrocarbons, will affect PVC.

RADIUS OF CURVATURE CHART



The approximate force per 20' length to accomplish these curvatures for Class pipe is:

SIZE	FT./POUNDS
4"	10
6"	14
8"	30
*10"	46
*12"	76

*Contact your J-M representative on availability.

The pipe stiffness using F/Δy for PVC Class Water Pipe is contained in the Table below:

CLASS	SDR	F/Δ Y
150	17	435
200	13.5	914

Installation

PVC Class Water Pipe should be installed in accordance with the Uni-Bell Plastic Pipe Association guide for installation of polyvinyl chloride plastic pressure pipe for municipal water main distribution systems. This installation guide is available from your J-M representative.

Design Requirements

The SDR shall be calculated using the modified ISO Hoop Stress equation as follows:

$$SDR = 1 + \frac{2S}{P + p}$$

Where: P = Class Pressure in psi (150 or 200)
p = Surge Allowance, in psi (35 psi – approximately 2 ft. per second interrupted flow velocity)
SDR = Standard Dimension Ratio = Outside Diameter/Wall Thickness
HDB = Hydrostatic Design Basis, in psi (4000)
S = HDB/Safety Factor = HDB/2.8, in psi

Note: SDR's 17 & 13.5 are selected from among the list of SDR's used for pressure rated plastic pipe. They are approximately equal to the values calculated with the above equation.

DIMENSIONS (IN INCHES)

BARREL SIZE	O.D.	I.D./150	I.D /200	WALL THICKNESS 150	200
4	4.80	4.24	4.08	.282	.358
6	6.90	6.06	5.88	.406	.511
8	9.05	7.96	7.71	.532	.670
*10	11.10	9.79		.653	
*12	13.20	11.65		.776	

MAXIMUM PIPE O.D. AT BELLED END

(Useful When Steel Encasement is Specified)

SIZE	CLASS 150	200
4	6.30	6.50
6	8.80	9.04
8	11.40	11.70
*10	13.85	
*12	16.30	

WEIGHTS

SIZE	POUNDS/FT. CLASS 150	CLASS 200	POUNDS/20' LENGTH CLASS 150	CLASS 200
4	2.64	3.27	52.8	65.5
6	5.48	6.80	109.7	136.1
8	9.49	11.77	189.8	235.6
*10	14.36		287.3	
*12	20.40		408.1	

*CONTACT YOUR J-M REPRESENTATIVE ON AVAILABILITY.

FLOW CHART

SDR 17

Gals/Min	Velocity Ft/Sec	Head Loss PSI per 100'	Velocity Ft/Sec	Head Loss PSI per 100'	Velocity Ft/Sec	Head Loss PSI per 100'	Velocity Ft/Sec	Head Loss PSI per 100'	Velocity Ft/Sec	Head Loss PSI per 100'
	4"	4.236" I.D.	6"	6.068" I.D.	8"	7.987" I.D.	10"	9.794" I.D.	12"	11.648" I.D.
100	2.28	0.19								
200	4.55	0.68	2.20	0.12						
300	6.83	1.45	3.31	0.25	1.92	0.06				
400	9.11	2.46	4.41	0.42	2.56	0.11				
500			5.51	0.64	3.20	0.17	2.31	0.06		
600			6.61	0.89	3.84	0.24	2.56	0.09		
700			7.71	1.19	4.48	0.32	2.98	0.12	2.11	0.05
800			8.82	1.52	5.12	0.41	3.41	0.15	2.41	0.06
900			9.92	1.89	5.76	0.50	3.83	0.19	2.71	0.08
1,000					6.40	0.61	4.26	0.23	3.01	0.10
1,500					9.61	1.30	6.39	0.48	4.52	0.21
2,000							8.52	0.82	6.02	0.35
2,500									7.53	0.53
3,000										
3,500										
4,000										

(C = 150)

SDR 13.5

Gals/Min	Velocity Ft/Sec	Head Loss PSI per 100'	Velocity Ft/Sec	Head Loss PSI per 100'	Velocity Ft/Sec	Head Loss PSI per 100'
	4"	4.088" I.D.	6"	5.878" I.D.	8"	7.710" I.D.
100	2.44	0.22				
200	4.89	0.81	2.36	0.14		
300	7.33	1.72	3.55	0.29	2.06	0.08
400	9.78	2.93	4.73	0.50	2.75	0.13
500			5.91	0.76	3.44	0.20
600			7.09	1.06	4.12	0.28
700			8.28	1.41	4.81	0.38
800			9.46	1.80	5.50	0.48
900					6.18	0.60
1,000					6.87	0.73
1,500						
2,000						
2,500						
3,000						
3,500						
4,000						

(C = 150)

SHORT FORM SPECIFICATION

Scope

This specification designates general requirements for unplasticized Poly (Vinyl Chloride) (PVC) plastic Class Water Pipe with integral bell and spigot joints for the conveyance of water and other fluids.

Materials

Pipe shall meet the requirements of ASTM D-2241 "Poly (Vinyl Chloride) (PVC) Plastic Pipe (SDR-PR)" with the exception that PVC Class Water Pipe shall be made to cast iron O.D.'s instead of IPS. All Class 150 pipe shall meet the requirements of SDR 17 and Class 200 meet the requirements of SDR 13.5. The Pipe shall also meet Uni-Bell Standard Uni-B-2-72.

Pipe

All pipe shall be suitable for use as a pressure conduit. Provisions must be made for expansion and contraction at each joint with a rubber ring. The bell shall consist of an integral wall section with a solid cross-section rubber ring which meets the requirements of ASTM D-1869 "Rubber Rings for Asbestos-Cement Pipe". The bell section shall be designed to be at least as strong as the pipe wall. Sizes and dimensions shall be as shown in this specification.

Physical Requirements

Standard laying lengths shall be 20 ft. (± 1") for all sizes. At least 85% of the total footage of pipe of any class and size shall be furnished in standard lengths. The remaining 15% in random lengths. Random lengths shall not be less than 10 feet long. Each standard and random length of pipe shall be tested to four times the class pressure of the pipe for a minimum of 5 seconds. The integral bell shall be tested with the pipe.

Nom. Pipe Sizes	Outside Pipe Diameters	Min. Pipe Wall Thicknesses Class 150	Class 200
4	4.80	.282	.356
6	6.90	.406	.511
8	9.05	.532	.670
*10	11.10	.653	—
*12	13.20	.776	—

All dimensions are in inches

*Contact your Johns-Manville Representative on availability.

8025

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Port of Entry (Ashland) **Date** September 11, 1974, 19

Highway Pacific **Contract No.** 8025

County Jackson **Prefix** 7970-201-900

Contractor H.C. Lininger & Sons, Inc. **F. A. Project No.** None

Address P.O. Box 1145, Medford, Oregon 97501 **Order No.** 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Add one #644-1A vault with #64-32502 cover as manufactured by Concrete Conduit Co. and install in the 4" electrical conduit at the north end of the rigid frame extension over the 24" siphon.

Location by station numbers:

03 - 1363+00'

Estimate of quantities and cost:

Materials	$560.00	(1.15)	$ 644.00
Equipment	$180.00	(1.15)	$ 207.00
Labor	$150.00	(1.20)	$ 180.00
			$1031.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The power co. (P.P.&L.) required this vault in their service agreement with the state.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,125,590.85
Present estimate of project cost, including $1,231.00 for work under this order	$ 1,212.00
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer of Construction, or District Engineer.

81-22877-134

cc: John Jenkins

AD

8035.1

Form B-306—66

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Port of Entry (Ashland) ✓ Date: September 4, 1974

Highway: Pacific Contract No.: 8035 ✓

County: Jackson Prefix: 7970 - 201 - 900 ✓

Contractor: M.C. Lininger & Sons, Inc. F. A. Project No.: State ✓

Address: P.O. Box 1145, Medford, Oregon 97501 Order No.: 1 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Locate and repair the short(s) in the existing electrical service wires for the N.B. scale house.

Location by station numbers:

1360+70

Estimate of quantities and cost:

Labor.....	$ 60.00	(1.20) =	$ 72.00
Material.....	$ 10.00	(1.15) =	$ 11.50
			$ 83.50 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There is a short in the existing wiring where it passes under the freeway, which is electrifying the 24" siphon pipe and the surrounding area. This is preventing the contractor from proceeding.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	1,125,590.85 ~~$969,210.00~~
Present estimate of project cost, including $ 83.50 ✓ for work under this order	1,125,590.85 ~~$969,210.00~~
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: [signature] ✓ Resident Engineer

Approval Recommended: J.X. Wilson ✓ Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved [signature] ✓ Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Const. Structures

AD.

State Printing

cc: Material, Zitzewitz

#8032

PUBLIC UTILITY COMMISSIONER OF OREGON

NOTED
H. S. COULTER

PUBLIC SERVICE BUILDING • SALEM 97310 • Telephone (503) 378-

TOM McCALL
GOVERNOR

RICHARD W. SABIN
Commissioner

August 23, 1974

NOTED
A. E. JOHNSON

The Honorable Jason D. Boe
The Honorable Richard O. Eymann
Co-Chairmen, Emergency Board
State Capitol
Salem, OR 97310

NOTED
F. B. KLABOE

Gentlemen:

NATURE OF EMERGENCY

The 1973 Legislature directed the Public Utility Commissioner (PUC) to immediately proceed with implementation of a Port of Entry (POE) program and further directed that financing should be requested from the Emergency Board. Through subsequent action, the Emergency Board has approved construction and operation of a POE on I-5 in the Ashland area and has granted the necessary engineering and construction funds. The target date for commencement of operations is mid-November of this year.

Following the above Emergency Board actions, the agency was then to return to the Board to obtain an increase in budget limitation sufficient to operate the POE for the balance of the current biennium. This letter is in response to that necessity.

ACTION TAKEN

The Planning Committee composed of representatives of the Budget Division, Public Utility Commissioner's office, Highway Division, Motor Vehicles Division and the State Police have been performing the functions directed by the Board. The right-of-way has been acquired, the contract has been awarded and construction is in progress. The remaining function is to now appear before the Board to obtain increases in budget limitations sufficient to provide funds necessary to operate the POE for the balance of the biennium.

RECEIVED
STATE HWY ENGR
AUG 26 74
REFER TO
FOR

The Committee has reviewed the scope and anticipated volumes of services to be provided at the POE with the objective of reducing costs as much as possible while still maintaining the full-service, 24 hours, 7 day-a-week character of POE operation. As a result, we are requesting approval of a total staff of 25 identified as follows:

RECEIVED
AUG 30 1974

Office of

"The Commissioner [illegible] the customers of any public utility, railroad or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

1 Administrative Assistant III
6 Clerk's IV
6 Clerk's III
11 Weighmasters

and approval of limitation increase totaling $167,623 for staffing and other operational costs. The Committee proposes that funds for the entire operational costs be placed in the PUC budget and that Highway Division services be reimbursed therefrom.

ACTION REQUIRED

In summary, we are requesting that the Emergency Board:

1. Approve the staffing and operating budget as proposed. This includes approval of 14 new positions for the PUC and 11 new positions for the Highway Division.

2. Approve the following expenditure limitation increases:

PUC budget --	Personal Services -----	$ 66,132
	Services & Supplies ---	$ 92,151
	Capital Outlay --------	$ 9,340
		$167,623
Highway Division Budget --	Personal Services -----	$75,396
	Services & Supplies ---	$ 1,330
		$76,726

Sincerely,

Richard W. Sabin

Richard W. Sabin
Public Utility Commissioner

td

ASHLAND PORT OF ENTRY: REQUESTED OPERATING BUDGET

Submitted to the
September 1974 Emergency Board

I Staffing Requirements

Through a series of prior actions, the Emergency Board approved the construction and operation of a Port of Entry facility on I-5 in the Ashland area. Construction is now in progress and the target date for commencement of operations is mid-November of this year. Request is now made for funds necessary to operate the POE for the balance of the biennium. Estimated costs of operating the facility amount to $158,283 and are detailed by expense item in Exhibits B-C. In addition, "set'up" costs are estimated at $9,340 and are outlined in Exhibit D.

In view of the full-service, 24 hours, 7 days-a-week character of operation, staffing requirements are the following:

1 Administrative Assistant 3
1 Administrative Assistant 2
6 Clerk 4's
6 Clerk 3's
11 Weighmasters

Estimated traffic and function volumes translated into employe time are set forth on Exhibit A. As shown here, approximately 12 PUC employes and eleven weighmasters will be needed at Ashland to discharge the functions there. Therefore, we are asking for 23 employes to operate the Ashland facility.

In addition to these employes, we are requesting an Administrative Assistant 3 and a Clerk 4 for the Salem PUC office. The Administrative Assistant 3 will serve as the supervisor for field services at the POE and statewide Motor Vehicle Division offices, and the Salem-based Clerk 4 will provide the principal day-to-day response to the inquiries from the POE and field offices.

The Legislature and the Emergency Board have mentioned the desirability of achieving greater coordination and cooperation between the state agencies involved. The PUC proposes to strengthen those efforts through the addition of these two jobs along with institution of POE services. In addition to the Ashland Port of Entry and the Portland Bridge field office, there are 33 Motor Vehicle Division offices throughout the state rendering services regarding PUC matters. The functions of the Salem-based Administrative Assistant 3 and Clerk 4 would extend to all field services as well as the Port of Entry facility. The field services supervisor will be responsible for coordinating field service operations and ensuring their smooth implementation. In addition, this person will provide for the training, recruiting, and the dissemination of policy information in this area, and will act as the chief contact between agencies concerning joint field office services.

The Salem-based information clerk's major responsibility will be to provide field office personnel with information for prompt processing of carrier problems encountered in field offices. Also, this employe will be in frequent communication with field offices throughout the state to ensure proper compliance with statutes. This will result in reducing field errors and will provide the carriers with better information and service. It will be through the efforts of these two positions that an improved flow of information should result in fewer carrier audit reassessments and court actions.

Functions to be performed by staff at the Ashland POE include the following:

- Check and record all PUC plates by use of mini computer.
- Direct driver to proceed to processing concerning suspended authority.
- Check weight certificate declaration with actual scale weights and for correct plate and vehicle number of assigned unit.
- Determine and record trip destination and mileage.
- Check placarded vehicles with plates to determine if plates are registered to proper carrier.
- Check cargo to determine whether in accord with authority.
- Check safety factors.
- Check for required state seal on shipments of recreational vehicles - (if no seal, secure information for Department of Commerce).
- Check temporary pass vehicles to determine whether pass has: expired, been altered, has proper weight declaration, whether suspended for any reason and whether the lease properly states the parties.
- Check reasons for plate being suspended and require correction.
- Issue temporary passes and collect weight-mile tax.
- Check for appropriate motor carrier insurance.
- Check vehicle identification for temporary passes.
- Verify necessary operating authority is in effect.
- Determine and collect appropriate weight-mile tax.
- Assist in customer applications for permanent motor carrier authority.

- Receive and record turned-in plates.

- Check carrier delinquent accounts.

- Enforce carrier bond requirements.

- Issue emergency operating authority.

- Collect over-width fees.

- Issue and collect moneys arising from Motor Vehicles Division continuous trip permits.

- Institute intermittent checks concerning equipment safety and driver hours.

- Exchange information with Oregon State Police.

- Transmit daily activity reports including banking deposits.

- Enforce state regulations regarding motor carrier leases.

- Gather data as requested by other state and federal agencies.

- Issue Highway over-dimension and over-weight permits.

- Advise public concerning completion and filing of forms for the respective agencies.

- Transcribe diesel purchase information.

- Process weight information.

- Prepare files for auditing.

- Weigh trucks as they cross the scale and make appropriate entries on activity sheets. Process includes wheel base check as well as ascertainment of tire size present on the steering axle.

- Obtain vehicle ID and owner's name for entry on scale sheets.

- Ensure safety chains are properly installed.

- Check vehicle and load dimension factors (fron and rear overhand, load length, overall height, width and length).

- Issue overweight citations.

Training for the new employes to staff the Port of Entry will begin at a date adequate to provide approximately two weeks of initial training for processing employes. Training will take place in the

Salem office with additional training in the Ashland POE and the Portland Bridge office. In addition, to ensure that each person on the POE staff (including processing and weighmaster personnel) have a basic knowledge of the total functions to be performed, it is planned that the weighmaster personnel will also receive orientation at the Salem PUC office. Processing employes, likewise, will receive orientation regarding weighmaster and Highway permit issuance. This orientation will take place at the Salem Highway permit office as well as at various weigh scales in the vicinity.

In this manner, the POE facility is expected to operate as a single, cohesive unit, with services rendered consistently in a professional manner despite the many different functions involved.

It is fully anticipated that even after the Port of Entry is open, training will continue. For example, we have already referred to the training responsibilities to be discharged by the proposed Administrative Assistant 3. In addition, on-the-job training will be given to all parts of the staff by representatives of each of the agencies concerned.

II Services and Supplies and Capital Outlay

Services and Supplies items are shown in Exhibit C. Among those services rendered, Highway Division will provide water, heat and lights for the building and perform the routine maintenance and janitorial work for the building on a contractual basis. The present monthly price for this service is $.29 per square foot, which given the size of the PUC building (2,048 square feet), converts to an annual cost of approximately $7,200. Also, Highway Division will perform outside landscaping maintenance, which is estimated to require about 12 man-days per year, at an annual cost of around $1,000. The annual electrical power cost associated with outside illumination will cost approximately $3,000. This is based on a yearly consumption of about 125,000 KWH.

In addition, the Highway Division will perform maintenance at PUC expense on those portions of the water and sewer systems that are outside the building. This service is estimated to require six man-days per year at an expense of $500.

Communication expenses result from installation of an inbound Salem WATS line and two open lines at Ashland. The ongoing monthly charge for these services is $180 and $34.80 respectively ($17.40 for each open line). In addition to these expenses, there is a one-time installation charge for all three lines of $105 ($35 each).

Postage and supplies are estimated to run about $50 per month. This is based on the present experience of the Portland Bridge office.

Costs associated with instate travel and training will average about $75 per month. A large share of this will result from travel done by

the Salem supervisor. There will be an initial one-time expense of approximately $800 for training of Ashland personnel at Salem.

The monthly rental charge for a display system which can be used for the mini computer system to be located in the scale house is approximately $162. With this system, a PUC plate number can be searched and recorded on a second tape for auditing purposes. Also, a microfiche unit will be available in the Port of Entry building and will usually contain sufficient data on all PUC plate numbers to allow determination as to why a particular plate was signaled invalid by the mini computer. As required, Salem will have to be contacted to make this determination.

Finally, 26 employe uniforms and insignias are requested for the 12 PUC personnel at the Port of Entry and the Salem supervisor. This will give them an official appearance and reassure motor carrier drivers that they are dealing with competent state employes. Motor Vehicles Division and State Police personnel are uniformed. Each employe would be issued two outfits costing approximately $100 an outfit for a total uniform expenditure of $2,600.

The request for Capital Outlay items is shown on Exhibit D. These amount to $9,340 for the entire facility.

III Performance Monitoring

In order to determine comparative volumes before and after operation of the Ashland POE, the following data shall be maintained on a before-and-after basis wherever applicable:

- Numbers of trucks handled.
- Bad plate pickup.
- Ratio of invalid plates to total plates.
- Passes and permits issued and associated revenue.
- Weight-mile taxes collected at POE as compared to present daily activity at the Ashland and Medford offices.
- Increase in documents collected and going to audit file.
- Scale weight income.
- Additional tax income from weights over declaration.
- Collection of delinquent accounts at POE.
- Number of applications for permanent authority.
- Equipment and driver inspections along with descriptions of violations.

- Number of recreational vehicle shipments not possessing certification along with moneys paid for subsequent certification.

- Number of leasing violations detected.

- Extent of reduction of State Police citations in the area.

- Plate turn-in.

- General public assistance data.

At the present time the Port of Entry Task Force is developing a procedure for recording many of the activity indicators listed above. This information will be used to monitor the effectiveness of the Ashland facility and to provide appropriate recommendations to the 1975 Legislature regarding the establishment of additional Port of Entry facilities.

IV Proposed Budget and Financial Arrangement

Budget

The budget proposed for the operation of the Ashland facility for the period November 1, 1974 to June 30, 1975 is as follows:

Personal Services	$141,528
Services and Supplies	16,755
Capital Outlay	9,340
	$167,623

Financial Proposal

It is proposed that the entire operating cost of the Port of Entry be financed through the PUC Motor Carrier Fund. Therefore, it is recommended that the existing limitation in PUC's budget be increased by $167,623 and that $76,726 of this be used for reimbursement to the Highway Division for staff and other services. This proposal is outlined below:

Public Utility Commissioner

Personal Services	$ 66,132
Services and Supplies	92,151
Capital Outlay	9,340
	$167,623

Highway Division

Personal Services	$ 75,396
Services and Supplies	1,330
	$ 76,726

DETERMINATION OF PUC STAFFING REQUIREMENTS FOR ASHLAND PORT OF ENTRY

Ex

	8 am - 4 pm				4 pm - 12 am				12 am - 8 am				Daily Total
	9/17/73	9/18/73	11/8/73	Avg.	9/17/73	9/18/73	11/8/73	Avg.	9/17/73	9/18/73	11/8/73	Avg.	
Total Plated Trucks	244	346	283	291	197	265	211	224	136	135	146	139	654
Average per hour				36				28				17	
Average minutes to process each				3				3				3	
No. of minutes required per hour				108				84				51	
Personnel required				1.80				1.40				.85	
Trucks Requiring Temp. Pass[1]	26	31	27	28	15	24	14	18	25	25	11	20	66
Average per hour				4				2				3	
Average minutes to process each				10				10				10	
No. of minutes required per hour				40				20				30	
Personnel required				.67				.33				.50	
Trucks Possessing Temp. Pass[1]	23	28	14	22	14	22	20	19	22	23	14	20	61
Average per hour				3				2				3	
Average minutes to process each				7				7				7	
No. of minutes required per hour				21				14				21	
Personnel required				.35				.23				.35	
Trucks Requiring Con. Trip Permit	-	-	9	9	-	-	5	5	-	-	4	4	18
Average per hour				1				1				1	
Average minutes to process each				10				10				10	
No. of minutes required per hour				10				10				10	
Personnel required				.17				.17				.17	
Trucks Requiring Overwt/Overdim. Permits	-	-	9	9	-	-	4	4	-	-	1	1	14
Average per hour				1				1				0	
Average minutes to process each				10				10				-	
No. of minutes required per hour				10				10				-	
Personnel required				.17				.17				-	
Personnel				3.2				2.3				1.9	7.4
Adjustment[2]				.6				-				-	.6
Total[3]				3.8				2.3				1.9	8.0
Personnel with Relief[4]													12.8

[1]Distribution of non-plated heavy vehicle totals recorded in previous traffic counts on September 17 and September 18 were divided betwe having no authority and temporary pass authority on the basis of the results of the November 8 traffic check at the I-5 scale.
[2]Personnel required to handle PUC plate applications, void passes, and other fees and reports.
[3]Ashland supervisor included in personnel complement.
[4]Relief factor is 1.6 to cover weekends, vacation, sick time, etc.

DETERMINATION OF PUC STAFFING REQUIREMENTS FOR ASHLAND PORT OF ENTRY

Exhibit "A"

	8 am - 4 pm				4 pm - 12 am				12 am - 8 am				Daily Total
	9/17/73	9/18/73	11/8/73	Avg.	9/17/73	9/18/73	11/8/73	Avg.	9/17/73	9/18/73	11/8/73	Avg.	
s	244	346	283	291	197	265	211	224	136	135	146	139	654
o process each				36				28				17	
uired per hour				3				3				3	
d				108				84				51	
				1.80				1.40				.85	
emp. Pass[1]	26	31	27	28	15	24	14	18	25	25	11	20	66
o process each				4				2				3	
quired per hour				10				10				10	
d				40				20				30	
				.67				.33				.50	
Temp. Pass[1]	23	28	14	22	14	22	20	19	22	23	14	20	61
o process each				3				2				3	
quired per hour				7				7				7	
d				21				14				21	
				.35				.23				.35	
on. Trip Permit	-	-	9	9	-	-	5	5	-	-	4	4	18
o process each				1				1				1	
quired per hour				10				10				10	
d				10				10				10	
				.17				.17				.17	
verwt/Overdim.	-	-	9	9	-	-	4	4	-	-	1	1	14
				1				1				0	
o process each				10				10				-	
quired per hour				10				10				-	
d				.17				.17				-	
				3.2				2.3				1.9	7.4
				.6				-				-	.6
ef[4]				3.8				2.3				1.9	8.0
													12.8

on-plated heavy vehicle totals recorded in previous traffic counts on September 17 and September 18 w divided between those
ty and temporary pass authority on the basis of the results of the November 8 traffic check at the I- cale.
d to handle PUC plate applications, void passes, and other fees and reports.
r included in personnel complement.
1.6 to cover weekends, vacation, sick time, etc.

Exhibit "B"

NUMBER AND DISTRIBUTION OF STAFF BY SHIFT

	PUC SALEM	PUC POSITIONS AT ASHLAND	PUC PERSONNEL REQUIRED TO MAN ASHLAND OFFICE ON A 7-DAY-A-WEEK BASIS	PUC TOTAL	HIGHWAY DIV. POSITIONS	HIGHWAY DIV. PERSONNEL REQUIRED TO MAN POSITIONS ON A 7-DAY-A-WEEK BASIS
SHIFT 1	2	4	6	8	3	5
SHIFT 2	-	2	3	3	2	3
SHIFT 3	-	2	3	3	2	3
				14		11

STAFF CLASSIFICATION AND COSTS

Classification-Range-Step PUC:	Positions At: Ashland	Salem	Salary	O.P.E.	Total x No. of Positions	Monthly Total	8 Month Total	
Admin.Asst.3 (19) (3)	-	1	$912	$133	$1045 x 1	$1045	$8360	
Admin.Asst.2 (16) (3)	1	-	787	114	901 x 1	901	7208	
Clerk 4 (10) (2)	5	1	560	81	641 x 6	3846	20,512*	
Clerk 3 (8) (2)	6	-	507	74	581 x 6	3486	27,888	Holiday
PUC Totals:	12	2				$9278	$63,968	$2
Highway Div.:								
Weighmaster 2 (16) (6)	3		$917	$165	$1082 x 3	$3246	$25,968	
Weighmaster 1 (14) (3)	8		715	129	844 x 8	6752	47,264**	$2
Highway Div. Totals:	11					$9998	$73,232	

General Duties:

The Salem personnel will provide general supervision and information service to the POE and field office activities.
The Administrative Assistant 2 will be the POE office manager and provide training for POE personnel.
The Clerk 4 personnel will be lead shift workers, perform carrier application processing, monitor the issuance of temporary authori and permits for PUC, MVD and Highway. They will provide the chief public contact.
The Clerk 3 personnel will issue permits, work documents, update file data and perform general processing work as required.

*Two of the present DMV Clerk 4 positions at Ashland will be transferred to the Port of Entry. These positions are therefore exclu staffing costs for the present biennium.
**One existing Medford weighmaster position will be transferred to the Port of Entry facility. This position therefore is not incl present biennium staff costs.

Exhibit "B"

NUMBER AND DISTRIBUTION OF STAFF BY SHIFT

PUC SALEM	PUC POSITIONS AT ASHLAND	PUC PERSONNEL REQUIRED TO MAN ASHLAND OFFICE ON A 7-DAY-A-WEEK BASIS	PUC TOTAL	HIGHWAY DIV. POSITIONS	HIGHWAY DIV. PERSONNEL REQUIRED TO MAN POSITIONS ON A 7-DAY-A-WEEK BASIS
2	4	6	8	3	5
-	2	3	3	2	3
-	2	3	3	2	3
			14		11

STAFF CLASSIFICATION AND COSTS

Range-Step	Positions At: Ashland	Salem	Salary	O.P.E.	Total x No. of Positions	Monthly Total	8 Month Total		
19) (3)	-	1	$912	$133	$1045 x 1	$1045	$8360		
16) (3)	1	-	787	114	901 x 1	901	7208		
10) (2)	5	1	560	81	641 x 6	3846	20,512*		
8) (2)	6	-	507	74	581 x 6	3486	27,883	Holiday & Shift Diff.	Total
	12	2				$9278	$63,968	$2164	$66,132
(16) (6)	3		$917	$165	$1082 x 3	$3246	$25,968		
(14) (3)	8		715	129	844 x 8	6752	47,264**	$2164	$75,396
tals:	11					$9998	$73,232		$141,528

nnel will provide general supervision and information service to the POE and field office activities.
ive Assistant 2 will be the POE office manager and provide training for POE personnel.
sonnel will be lead shift workers, perform carrier application processing, monitor the issuance of temporary authorities for PUC, MVD and Highway. They will provide the chief public contact.
sonnel will issue permits, work documents, update file data and perform general processing work as required.

sent DMV Clerk 4 positions at Ashland will be transferred to the Port of Entry. These positions are therefore excluded from cs for the present biennium.
Medford weighmaster position will be transferred to the Port of Entry facility. This position therefore is not included in nium staff costs.

EXHIBIT "C"

SERVICES AND SUPPLIES COSTS ASSOCIATED WITH THE ASHLAND PORT OF ENTRY

Expense Item	Remainder of Biennium (8 months)
Janitorial maintenance	$ 4,800
Landscaping	670
Illumination	2,000
Maintenance of lighting facilities	1,330
Water and sewer maintenance	330
Communications	1,820
Postage and supplies	400
Instate travel and training	1,400
Mini computer - plate programs	1,290
Microfiche	45
Employe uniforms	2,600
Intercom system	70
	$16,755

EXHIBIT "D"

CAPITAL OUTLAY REQUEST

Item	Price
6 desks and secretarial chairs	$1,542.00
4 manual portable typewriters	400.00
6 side chairs, one for each desk	192.00
5 occasional chairs in front of counter	235.00
1 counter divider with work surface top	200.00
2 tables with 3' x 5' work surface	204.00
2 electric adding machine calculators	500.00
2 electric circulator model floor fans.	120.00
1 spare unit electric heater	22.00
3 PUC signs for doors and windows	150.00
12 personnel desk ID name plates	72.00
-- miscellaneous office items: staplers, paper punches, waste paper and work baskets, etc.	200.00
6 four-door letter-size file cabinets	600.00
2 weight base lamps	60.00
1 safe	350.00
1 paper cutter	16.00
2 six-hood coat trees	30.00
1 occasional table	73.00
2 executive chairs	154.00
-- telephone installation charge for 3 lines	60.00
2 portable photocopy machines	400.00
6 floor mats	180.00
2 fire extinguishers	140.00
1 radio	2,500.00
1 fire extinguisher	70.00
1 adding machine	250.00
1 desk and chair	150.00
1 work table	100.00
1 manual portable typewriter	200.00
1 first aid kit	30.00
2 desk lamps	60.00
1 swivel chair	80.00
	$9,340.00

EXHIBIT "E"

ASHLAND PORT OF ENTRY STAFF OUTLINE
Shift Structure 4-2-2

Shift	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	1	1	1	1	1	2	2
	2	2	2	3	3	3	3
	3	4	4	4	4	4	5
	5	5	5	5	6	6	6
2	6	6	7	7	7	7	7
	8	8	8	8	8	9	9
3	9	9	9	10	10	10	10
	10	11	11	11	11	11	12*

* Four man-days available for sickness, vacation and other relief situations.

** Employes designated by numbers 1 through 12 and scheduled by shifts

Shift 1 - 4 persons
Shift 2 - 2 persons
Shift 3 - 2 persons

8 persons plus relief coverage

To cover 24 hours a day, 7 days a week requires 12 personnel.

#9035

8-19-74

United States Department of the Interior
BUREAU OF RECLAMATION

FEDERAL BUILDING & U.S. COURTHOUSE
BOX 043–550 WEST FORT STREET
BOISE, IDAHO 83724

IN REPLY
REFER TO: 426
561.

AUG 19 1974

Mr. Phil C. Preston
Utility Special Studies Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Preston:

The proposed construction of highway facilities upon the right of way for the siphons, which are part of the irrigation system serving lands within the Talent Irrigation District, have been approved on behalf of the Bureau of Reclamation. A copy of the Oregon Highway Plans for the Port of Entry (Ashland) Section of Pacific Highway (I-5), with attached notification of approval, is being forwarded under separate cover. The approval is given subject to certain special conditions agreed to in your letter to this office dated August 1, 1974.

A set of the Highway plans, along with the approval notice, is also being forwarded to the Talent Irrigation District.

Sincerely yours,

H. R. Stivers

Acting Regional Director

Enclosure (11656 under separate cover)

cc: Talent Irrigation District, P.O. Box 467, Talent, Oregon 97540
w/copy of Approved Plans

Copies to:
Gen Files ✓
W. J. Hart
J. H. Versteeg
Alfred Shirley
Wm Maude
Gary Kennen

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

Approval of Highway Plans
Port of Entry (Ashland) Sec.
Pacific Highway, Oregon

The construction of highway facilities upon the right of way for the irrigation siphons located in Section 32, T. 38 S., R. 1 E., W.M., Oregon, and serving lands within the Talent Irrigation District of the Rogue River Basin Project, as shown on the attached Oregon Highway Plans for the Port of Entry (Ashland) Section of the Pacific Highway, are hereby approved pursuant to Article 9 of Contract No. 14-06-100-1306, dated September 12, 1957, provided, however, that such approval is given subject to the following conditions:

1. The State shall be responsible for any and all damage to the existing irrigation siphons and related works resulting from the construction and use of the State's facilities; and

2. The State shall be responsible for, and shall reimburse the United States or the Talent Irrigation District, for any additional cost of maintenance repair, and replacement of the irrigation siphons resulting from the presence of the State's developments or facilities within siphon right of way.

Approved by Harold J. Hartz
Acting Regional Director
Bureau of Reclamation
Boise, Idaho

Dated AUG 15 1974

Note: Approval of these plans, subject to the above conditions, has been cleared with the Talent Irrigation District.

11V-260

Sec. 32, T.38 S., R.1 E., W.M.

PORT OF ENTRY (ASHLAND) SEC. — PACIFIC HIGHWAY — JACKSON COUNTY — Sheet 4

No. Entries On Plan	State	Entries In Inventory	Miles In Inventory	Total Sheets
10	OREGON	STATE		

△ Revised 6-10-74 Bldg Location, Car Parking, Parking Area Drainage, Extended San. Sewer, Reduced Length Conc. Rigid Frame Str's.

PACIFIC HWY.

Restricted Area Shown Hatched

AREA OF RESTRICTED RIGHT OF WAY

Access Control Line

R/W

Underground Tel Cable

Underground Electric Cable

Handicapped Parking 2 Spaces

BLDG.

"OS" LINE

"CP" LINE

"SEW" LINE

"TS" LINE

"CH" LINE

MATCH LINE

NORTHBOUND ℄

PACIFIC HWY.

1355 1360 1365 1370 1375

To Ashland

Existing Scale House

Existing Scale

Loc. Gas

Pigeon

Underground Electric Cable

Underground Tel Cable

Flume

United States Department of the Interior
BUREAU OF RECLAMATION
FEDERAL BUILDING & U.S. COURTHOUSE
BOX 043-550 WEST FORT STREET
BOISE, IDAHO 83724

IN REPLY
REFER TO: 426
561.

JUL 24 1974

Mr. Phil C. Preston
Utility Special Studies Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Preston:

This is in response to your letter of June 12, 1974, concerning the revised plans for the Ashland Port of Entry, Traffic Scale Site, Pacific Highway (I-5) Jackson County, Oregon. According to the revised plans, the office building previously proposed for construction between the two siphons serving the Talent Irrigation District has been moved to a point along the westerly side of the 30-inch Billings siphon. The building would still be within the siphon right-of-way and within 15 feet of the centerline of the siphon.

Normally, we would not approve the location of a building as close to the siphon as your plans call for. However, you have indicated that it would not be practical to locate the building completely off the siphon right-of-way. In view of the existing circumstances, we would consider approval of your construction plans providing the State will assume the following responsibilities:

1. The State shall be responsible for any and all damage to the existing irrigation siphons and related works resulting from the construction and use of the State's facilities; and

2. The State shall be responsible for, and shall reimburse the United States or the Talent Irrigation District, for any additional cost of maintenance, repair, and replacement of the irrigation siphons resulting from the presence of the State's developments or facilities within siphon right-of-way.

If the above conditions are satisfactory to you and to the Talent Irrigation District, the proposed developments of the State can be approved pursuant to Article 9 of the master crossing agreement

JOHNNY HORIZON '76
Let's Clean Up America For Our 200th Birthday

between the State of Oregon and the United States, dated September 12, 1957, Contract No. 14-06-100-1306. We do not like to require special conditions for crossings approved under the master agreement, but such action is necessary in this case, as your construction plans apparently cannot be revised to meet our normal clearance and construction requirements.

Please let us know whether or not the aforementioned suggestion to cover the encroachment upon the siphon right-of-way would be satisfactory.

A copy of this letter is being furnished to the Talent Irrigation District.

Sincerely yours,

Regional Director

cc: Talent Irrigation District, P.O. Box 467, Talent, Oregon 97540

#8035

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Jackson County Planning Commission
Jackson County Courthouse
Medford, OR 97501

July 17, 1974

Attention Mrs. Laurance Hopper, Sec.

Dear Mrs. Hopper:

Attached is a copy of a Power of Attorney executed by Marion D. Imperatrice, legal owner of the property involved in our Port of Entry conditional use permit application.

We have the original copy on file here in Roseburg and can have it with us at the hearing next week if necessary.

Thank you very much for the cooperation and assistance you have given us.

Very truly yours,

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc F. B. Klaboe
H. S. Coulter
R. P. Hamilton
C. T. Keasey
Keith Martin

RECEIVED
STATE HWY ENGR
JUL 1974
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#.8035

LOCAL GOVERNMENT RELATIONS DIV.

Hearing July 24
2 days July 20

COUNTY COMMISSIONERS
JON DEASON, Chairman
MARJORIE O'HARRA, Commissioner
HENRY F. PADGHAM, JR., Commissioner
Administrative Assistant
EDWARD B. BRESNAHAN

Jackson County Oregon

BOARD OF COUNTY COMMISSIONERS

(503) 773-6211, EXT. 311 • COUNTY COURTHOUSE • MEDFORD, OREGON • 97501

July 12, 1974

Mr. Jay Wilson
Regional Construction Engineer
1523 S. E. Cobb Street
Roseburg, OR 97470

Dear Mr. Wilson:

This letter is to acknowledge the State of Oregon Highway Division's application for a conditional use permit (74-57) for construction of a Port of Entry in the Exclusive Farm zoned district of the Ashalnd-Pinehurst Planning Area.

Jackson County's adopted goals and objectives include the development of an orderly and efficient arrangement of community services and facilities for our urban and rural environments and to encourage safe, convenient, and economical transportation systems. We try at all times to maintain the highest level of coordination and cooperation with other governmental agencies.

It is with these policies in mind that the Jackson County Department of Planning and Development is endeavoring to expedite your application through the public hearing process and in the shortest possible time.

Sincerely yours,

JACKSON COUNTY BOARD OF COMMISSIONERS

Henry F. Padgham, Jr.
Commissioner

cc: Mr. Robert C. Etherington
Oregon State Highway Dept

Mr. Paul A. DeBonny
Mr. Robert Logan

Jackson County Planning Commission

RECEIVED
STATE HWY ENGR
JUL 17 '74
REFER TO
FOR
Info | Ltr | Rpt | Rec/R | Sign | Act | File

So called letter of intent which was requested by Shirley.

8035

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 10, 1974

12

FILE:

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: MEMO TO THE FILE

SUBJECT: Port of Entry
Delay in Contract Award
M. C. Lininger & Sons,
Medford

On July 5, 1974, I contacted a Mr. Richard Wright of M. C. Lininger & Sons to ask of him if Lininger was prepared to accept an award of contract 4 or 5 days late from the 30 days as outlined in our normal bid procedure. The contract will be held up until after the Planning Commission has held a meeting to approve the zone variance which would permit the building of the Port of Entry facility.

Mr. Wright said that as one of the owners of M.C. Lininger, he had no objection to extending the date of award for five days. It would not affect their price appreciably. He added that his main concern was that of timing, that the original calendar date would be difficult to meet with any delays. I advised him that either an allowance would be made through additional work days granted or the calendar date possibly could be altered at the time the contract was awarded.

On July 8, 1974, Mr. Rod Miller called this office on the same subject. He reviewed what I had discussed with Mr. Wright and advised that since that time, they had been made aware that their subcontractor's quotes have 30 day time limits on them. He was not certain whether these prices would hold beyond that date due to the inflation that had been experienced in some of the items such as plumbing and electrical hardware. I reviewed the progress of the transactions that had been taking place on the part of the Highway Division toward getting the contract awarded and advised him that our legal advice was that we did have the right to proceed without the zone variance, and that regardless of the outcome of the meeting on July 25, we would award the contract. He was assured by this information and reaffirmed that their prices were not subject to change or a 5 to 6 day holdup although they would feel that additional calendar workdays would be needed to complete the job. He did express continued concern over the possibility of escalation in prices from their subcontractors. I told him that I had no

control over that, however, I felt that it would be a legitimate claim for extra compensation under the contract if they did have to get new quotes on subcontracts and it did, in fact, cost them more money than it would have had they confirmed and issued the subcontracts on schedule.

JJG/cw

cc Alfred Shirley
R. P. Hamilton
Keith Martin

7/11/74
Discussed with Shirley. He was advised that we cannot agree to escalation.
JBK

7-12-74
Shirley advised me that the contractor is agreeable to wait without any promise of escalation.
JBK.

RECEIVED
JUL 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.G. COULTER
K

8035

July 10, 1974

Mr. Richard W. Sabin
Public Utility Commissioner
Public Service Building
Salem, OR 97310

Dear Mr. Sabin:

406-K

With reference to your July 1 letter regarding the Ashland Port of Entry Project, please be advised that we will proceed with awarding the contract as soon as possible.

We have encountered a situation which created a delay in awarding the contract. Zoning information we received when the project site was acquired has proven to be erreneous. It is now necessary that we obtain a conditional-use permit from the Jackson County Planning Commission to allow construction of the facility.

After discussing the situation with the Planning Commission, we fully anticipate that our request will receive favorable action. We are applying immediately for a zoning variance to be considered by the Planning Commission at their July 24 hearing.

As you may know, the contractors' bids were opened on June 20 and are subject to our acceptance within thirty days. The low bidder, M. C. Lininger & Sons Inc., has indicated their willingness to have the thirty-day period extended until after the July 24 Planning Commission hearing and any necessary action by the Jackson County Board of Commissioners.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
D. H. Moehring
C. T. Keasey
L. W. Rullen
J. B. Boyd
C. W. Head
A. Shirley, Jr.
R. P. Hamilton

RPH:td cm

PUBLIC UTILITY COMMISSIONER OF OREGON

PUBLIC SERVICE BUILDING • SALEM 97310 • Telephone (503) 378-

TOM McCALL
GOVERNOR

RICHARD W. SABIN
Commissioner

July 1, 1974

RECEIVED
STATE HWY ENGR
JUL 5 '74
REFER TO
FOR
dup | | dup | Ack | Sign | Act | file

RECEIVED
JUL 8 1974
FISCAL OFFICER

Mr. F. B. Klaboe
Administrator &
State Highway Engineer
Highway Building
Salem, Oregon 97310

RE: Ashland Port of Entry Project

Dear Mr. Klaboe:

I understand that M.C. Liniger & Sons, Inc., submitted the low bid of $969,210 on the subject project. The size of the bid occasioned request to the June Emergency Board for added funds. The request was approved on June 28, 1974 in the amount of $134,000.

Total funds now available for the entire project are the following:

Balance from E Board, Sept. 14, 1973 action	= $	9,650.00
Balance from E Board Oct. 19, 1973 action after all land acquisition and highway billings	= $	28,741.00
Balance from E Board May 9, 1974 action	= $	953,200.00
Balance from E Board June 28, 1974 action	= $	134,000.00
Total Funds available	= $	1,125,591.00

The E Board is expecting a November 15, 1974 operational date for the facility; therefore, it is urgent that the contract be let immediately.

Thank you for this consideration.

RECEIVED
STATE HWY ENGR
JUL 2'74
REFER TO
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FOR
dup | | | Sign | Act | file

Sincerely,

Richard W. Sabin

Richard W. Sabin
Commissioner

RWS:rps

Correct?

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

JACKSON COUNTY
PLANNING COMMISSION

80-5

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

Phone 772-6211

NOTED
H. S. COULTER

July 8, 1974

Mr. Jay Wilson
Region Construction Engineer
1523 S.E. Cobb St.
Roseburg, Oregon 97470

Re: File No. 74-57

Dear Mr. Wilson:

This will confirm that the Jackson County Planning Department has accepted your application for a conditional use permit.

Your request will be heard by the Jackson County Planning Commission on July 24, 1974.

Sincerely yours,

Paul A. DeBonny, Director

Laurene Hopper

By: (Mrs.) Laurene Hopper, Secretary
Jackson County Planning Commission

cc: H.S. Coulter ✓
Walt Hart
C.T. Keasey
Keith Martin

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Jackson County Planning Commission will hold a public hearing on Wednesday, July 24, 1974 at 8:00 P.M. in the Jackson County Courthouse Auditorium, Medford, Oregon.

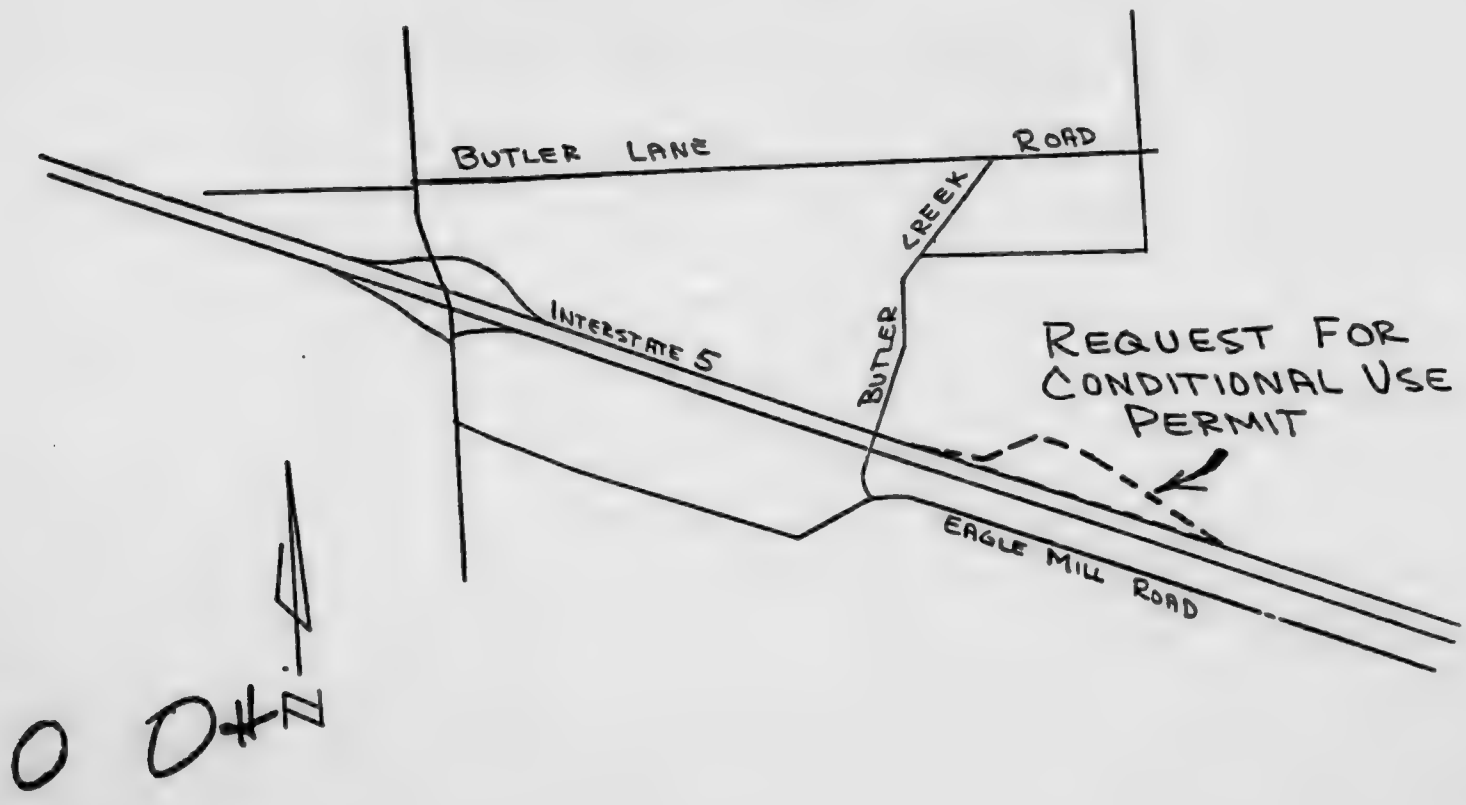
The purpose of this hearing is to consider the application of The Oregon State Highway Division for a conditional use permit to allow construction of a Port of Entry in the Exclusive Farm (EF) District of the Ashland-Pinehurst Planning Area. The property is located northeasterly off Interstate 5 approximately 400 feet southerly of Butler Creek Road and is described as a portion of Tax Lots 200 and 300 Section 32, Township 38 South, Range 1 East of the Willamette Meridian.

Additional information concerning this hearing is available at the Jackson County Department of Planning and Development 32 West Sixth Street, Medford, Oregon. Telephone: 773-6211, Ext.292.

JACKSON COUNTY PLANNING COMMISSION

Laurene Hopper

By: (Mrs.) Laurene Hopper, Secretary



8035

July 3, 1974

Mr. Don Armstrong, Administrator
Administrative Services
Public Utility Commissioner
Public Service Building
Salem, OR 97310

MISC. CONTRACTS and AGREEMENTS No. 4995

Dear Mr. Armstrong:

Attached is a fully executed copy of the Agreement between the Public Utility Commissioner and the Department of Transportation, Highway Division, for the Port of Entry facilities at Ashland in Jackson County.

We have retained a fully executed copy of this Agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Attachment

bc J. B. Boyd (Returned to PUC as requested by Mr. Klaboe)

8035

PUBLIC UTILITY COMMISSIONER OF OREGON

PUBLIC SERVICE BUILDING • SALEM, 97310 • Telephone (503) 378- 6611

TOM McCALL
GOVERNOR

RICHARD W. SABIN
Commissioner

June 21, 1974

NOTED
E. S. HUNTER

Senator Hunter
6-24-74

The Honorable Jason Boe
The Honorable Richard O. Eymann
State Emergency Board
State Capitol
Salem, OR 97310

Gentlemen:

Nature of Emergency

At its May meeting, the Emergency Board authorized a limitation increase of $953,200 from Other Funds for the Public Utility Commissioner's Office to proceed with the construction of a port of entry facility at Ashland. Shortly thereafter, the Highway Division advertised for bids on the project from private contractors.

A problem has arisen in that the lowest bid received is approximately $125,000 higher than the amount included in the limitation provided by the Emergency Board.

We have explored the possibility of reducing some items so that we might proceed within the budgeted amount. However, our options are limited in this approach. Any changes made in the plan would require the Highway Division to readvertise for bids. This would cause a delay in the project and would run the risk of incurring additional increases in costs.

Therefore, the Public Utility Commissioner's Office is requesting a $125,000 expenditure limitation increase from Other Funds to continue the project.

RECEIVED
JUN 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust [illegible] and practices and to obtain for them adequate service at fair and reasonable rates."

Action Required

Increase the expenditure limitation established by the Emergency Board for the Public Utility Commissioner of Oregon for a motor carrier port of entry at Ashland by $125,000.

Sincerely,

Richard W. Sabin

Richard W. Sabin
Commissioner

RWS:lg

Copies to Klaboe
Coulter
Moehring
Rubens
RAH

R.O.E. near Ashland Pacific Hwy.

1 Hartzog ✓
A. Olsen
Engle
2 Scott ✓
Swensen
R. Olsen
Trout

RECEIVED
JUN 1 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receipt Acep
Do not File ☐
Return To
Bring Up / /
Other

475574

Vol. 479 Page 305

INDEXED

WARRANTY DEED

#40074
32-32-1E 1st Add 3

KNOW ALL MEN BY THESE PRESENTS, That LELAND D. HOUK and ELSIE W. HOUK, husband and wife, of Ashland, Oregon, for and in consideration of one thousand dollars ($1,000.00) to them paid by THE UNITED STATES OF AMERICA, in pursuance of the provisions of the Act of June 17, 1902 (32 Stat. 388) and acts amendatory thereof or supplementary thereto, have bargained and sold, and by these presents do grant, bargain, sell and convey unto THE UNITED STATES OF AMERICA, and its assigns, all the following described real property, situate in the County of Jackson, State of Oregon, to-wit:

Tract 400

R.S. 1 10

A perpetual right-of-way and easement on the following described lands situated in County of Jackson, State of Oregon, including but not limited by this enumeration, the permanent right to construct, reconstruct, operate and maintain a buried pipeline and appurtenants thereto for the purpose of conveying water over, across, through and under the land described below, together with the right to ingress thereto and egress therefrom.

A strip of land being those portions of Tracts 9, 10, 11 and 13 of Ashland Acres in Jackson County, Oregon, according to the official plat thereof, now of record, located in Donation Land Claim No. 49, section thirty-two (32), township thirty-eight (38) south, range one (1) east, Willamette meridian, Jackson County, Oregon, lying on either side of the centerline as subsequently described and included between two lines parallel to the centerline, said centerline and parallel lines extending to and being limited on the northeasterly by the westerly right-of-way line of the Talent Irrigation District East Lateral and on the southwesterly by the westerly boundary line of Tract 13 of said Ashland Acres, said parallel lines lying 50 feet on either side, measured at right angles to the following described centerline:

Beginning at a point on the westerly right-of-way line of the Talent Irrigation District East Lateral in Lot 10 of said Ashland Acres, which point lies south 72°37' west a distance of 209.9 feet from the northeast corner of Donation Land Claim No. 49, section thirty-three (33), township thirty-eight (38) south, range one (1) east, Willamette meridian, Jackson County, Oregon;

thence south 48°01' west a distance of 3104.6 feet to a point on the west boundary line of Tract 13 of said Ashland Acres, said point being north 1000.1 feet from the southwest corner of said Tract 13 of said Ashland Acres.

Containing seven and 13/100 (7.13) acres, of which 38/100 (0.38) of an acre lies within right-of-way of Eagle Mills Road and two undeveloped roads dedicated on plat of Ashland Acres, title to which is hereby acknowledged to be in the public. and six and

Correct as to engineering
Leslie T. Scott 6/18/74

475574

Vol. 479 Page 305

INDEXED

WARRANTY DEED

#40074

32-32-1E for Alt 3

KNOW ALL MEN BY THESE PRESENTS, That LELAND D. HOUK and ELSIE W. HOUK, husband and wife, of Ashland, Oregon, for and in consideration of one thousand dollars ($1,000.00) to them paid by THE UNITED STATES OF AMERICA, in pursuance of the provisions of the Act of June 17, 1902 (32 Stat. 388) and acts amendatory thereof or supplementary thereto, have bargained and sold, and by these presents do grant, bargain, sell and convey unto THE UNITED STATES OF AMERICA, and its assigns, all the following described real property, situate in the County of Jackson, State of Oregon, to-wit:

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A strip of land being those portions of Tracts 9, 10, 11 and 13 of Ashland Acres in Jackson County, Oregon, according to the official plat thereof, now of record, located in Donation Land Claim No. 49, section thirty-two (32), township thirty-eight (38) south, range one (1) east, Willamette meridian, Jackson County, Oregon, lying on either side of the centerline as subsequently described and included between two lines parallel to the centerline, said centerline and parallel lines extending to and being limited on the northeasterly by the westerly right-of-way line of the Talent Irrigation District East Lateral and on the southwesterly by the westerly boundary line of Tract 13 of said Ashland Acres, said parallel lines lying 50 feet on either side, measured at right angles to the following described centerline:

Beginning at a point on the westerly right-of-way line of the Talent Irrigation District East Lateral in Lot 10 of said Ashland Acres, which point lies south 72°37' west a distance of 809.9 feet from the northeast corner of Donation Land Claim No. 49, section thirty-three (33), township thirty-eight (38) south, range one (1) east, Willamette meridian, Jackson County, Oregon;

thence south 48°01' west a distance of 3104.6 feet to a point on the west boundary line of Tract 13 of said Ashland Acres, said point being north 1000.1 feet from the southwest corner of said Tract 13 of said Ashland Acres.

Containing seven and 13/100 (7.13) acres, of which 38/100 (0.38) of an acre lies within right-of-way of Eagle Mills Road and two undeveloped roads dedicated on plat of Ashland Acres, title to which is hereby acknowledged to be in the public, and six and 75/100 (6.75) acres lie outside of existing and dedicated road rights-of-way.

Subject to presently used rights-of-way for canals, ditches, flumes, pipelines, railroads, highways, roads, telephone, telegraph and power transmission lines, created in favor of the public or public utilities.

Correct as to engraving
date 5/18/57

475574

Vol. 479 Page 306

TOGETHER with all and singular the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining, and also all their estate, right, title, and interest in and to the same.

TO HAVE AND TO HOLD the above described and granted premises unto THE UNITED STATES OF AMERICA, and its assigns forever. And the Grantors above named do covenant to and with THE UNITED STATES OF AMERICA, the above named Grantee, and its assigns, that they are lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances, and that they will, and their heirs, executors, administrators, successors, and assigns shall WARRANT and forever DEFEND the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, the Grantors above named have hereunto set their hands and seals this 26 day of August, 1959.

Leland D. Houk (SEAL)
Leland D. Houk

Elsie W. Houk (SEAL)
Elsie W. Houk

STATE OF ORIGON)
) ss.
County of Jackson)

On this 26 day of August, 1959, before me, JOHN J. DAVIS, the undersigned officer, personally appeared LELAND D. HOUK and ELSIE W. HOUK, husband and wife, known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same as their free and voluntary deed and for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

(SEAL)

Notary Public for the State
of Oregon
Residing at: ASHLAND Oregon
My commission expires: 9/27/61

475574

State of Oregon, County of Jackson--SS.
I hereby certify that the within instrument was received and filed at 4:20 o'clock P. M. on the 27 day of Aug 1959
and duly recorded in Vol. M59 Records for Jackson County
E. W. Hayden County Clerk.
Deputy

Acknowledgment of Receipt
P.O. Box 2.50
INDEXED

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 14, 1974

Mr. Patrick D. Curran
Adminimstrator
Technical Assistance Division
Department of Environmental
Quality
1234 S.W. Morrison Street
Portland, OR 97205

Sewer Connection
Port of Entry (Ashland) Section
Pacific Highway (I-5)
Jackson County

Dear Mr. Curran:

In order for this project to be awarded in June, it was necessary to send plans to our perspective builders. Therefore, the following revisions will be made at our earliest opportunity:

1. A gate valve will be installed on both pump discharge lines.

2. The pump sump shall be adequately dimensioned. Gravity ventilation is provided with a four-inch diameter vent pipe and we feel that further mechanical ventilation is not necessary. We have tried to avoid septic action from taking place by providing supplemental water at the rate of 1/2 gpm (720 gpd) into the sump. This will assure daily pumpout of the sump.

3. The sump floor shall be redesigned with steep slopes as you requested.

4. The pump design has gone to contract with a quick-disconnect system so no change is necessary there. It will permit ground level removal of pumps from the sump without disconnection of discharge piping. There is no need for personnel to enter the sump whem pump inspection or service is required.

NOTED
R. L. SCHROEDER

RECEIVED
JUN 17 1974

5. The plans now show the influent directed downward.

6. Washdown water for maintenance of the pump station will be provided by a vacuum break, freeze proof hose bib installed on the office building.

An agreement with the City of Ashland for sewer connection is forthcoming but takes a city ordinance to make it possible. In the meantime a letter of intent from the City of Ashland will be forwarded to you by Mr. Gary Kennen, Region 3 Utility Engineer, Oregon State Highway Division, at Roseburg.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

GJB:PGP:jrk

cc: Southwest Region Office, DEQ
1000 S.E. Stephens St.
Roseburg, OR 97470

bc: R. L. Schroeder
J. H. Versteeg
W. J. Hart - G. J. Ballard
Alfred Shirley, Jr.
Gary Kennen

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 7, 1974

TO Memo to the File

FROM R. P. Hamilton
Director of Permits

NOTED
E. S. HUNTER

SUBJECT Port of Entry (Ashland) Section
Pacific Highway
Jackson County

Reference is made to a June 6 memo from Fred Eriksen, Design Team Supervisor, concerning requirements of the Bureau of Land Management for the protection and future expansion of their irrigation facility if the Ashland Port of Entry office building is constructed within the BLM easement area.

Mr. Erickson's memo contained a proposal that the office building location be shifted approximately 100 feet to the north. The revised location would be clear of the BLM's easement area.

On this date, the undersigned discussed the situation with Mike Kane, Port of Entry Task Force chairman, and Don Haakenson, PUC representative to the Task Force. To avoid the substantial increased costs to the project which would be incurred in meeting the BLM's requirement, the decision was made to shift the building location. Notification of this decision was given to Messrs. Hal Versteeg, Gordon Ballard, Adrian Olson and Clarence Swenson.

Revised plans with an addendum letter will be sent to all plan holders.

RPH:td

cc H. S. Coulter
E. S. Hunter
Walt Hart
D. H. Moehring
Hal Versteeg
Adrian Olson
Frank K. Terpin
Clarence Swenson
Fred Eriksen
Gordon Ballard
A. Shirley
Mike Kane - Executive Dept.
Budget Division
Don Haakenson - PUC

6-14-74 (put out notice to bidders)

RECEIVED
JUN 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 91.714.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 6, 1974

FILE:

FROM: GARY KENNEN
Regional Utility Engineer

TO: MEMO TO FILE

SUBJECT: Sanitary Sewer Connection
Ashland Port of Entry
Pacific Highway (I-5)
Jackson County

The Ashland City Council held their scheduled meeting on June 4 and considered the Highway Division request for a sanitary sewer connection. Earl Purdy and I were in attendance to answer questions from the Council and to urge approval of the request.

Since this office had received no reply to J. X. Wilson's letter of May 29, requesting prior review of any technical problems, we were surprised to hear that Ashland's present plant is incapable of treating additional sewage. Consequently, the Council had previously passed an ordinance disallowing any sewer connections from outside the city limits. Some of the Council members had questions regarding alternate solutions to the problem. Mr. Purdy described the other alternatives that had been considered and also explained why we had settled on this answer.

Ashland is presently rebuilding their treatment plant and ancitipate completion this fall, at which time the connection could be allowed. This will require a change in the present ordinance and the Council requested the City Attorney to prepare the proper documents for a new ordinance. This ordinance will probably not be effective before mid-July.

At this point, there was still no definite answer to our application. I therefore requested some assurance that the sewer connection would be allowed. The Council instructed their staff to write a letter to the Highway Division stating their intent to approve the connection upon completion of the sewage treatment rebuilding contract.

The following morning I discussed a City-State agreement with Brian Almquist, City Administrator. We decided the City would draw a draft agreement and submit to the State for review.

GK/cw

cc J. H. Versteeg
J. E. Chidsey
Earl Purdy

1
2 agg.
3 1
4 agg
VT

Maintenance Contracts

We copy Bridge

FORM 8.50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 6, 1974

TO MEMO TO THE FILES

FROM Fred Eriksen
Fred Eriksen, Design Team Supervisor

SUBJECT Port of Entry (Ashland) Section
Pacific Highway
Jackson County

The location of the P.U.C. Building, between the existing 24-inch and 30-inch siphon pipes owned by the Bureau of Reclamation and leased to the Talent Irrigation District is becoming increasingly expensive.

A few days ago we were informed that the 6' x 6' concrete rigid-frame structures protecting the two siphons would have to be extended along each side of the proposed building site. These extensions (75 feet on one side and 95 feet on the other) are estimated to cost $38,000. Last Monday we were told the Irrigation District wants an additional rigid frame constructed under the building site for a future siphon pipe. This structure will cost $12,300 initially and a future extension $30,000 additional.

If the building site could be shifted approximately 100 feet to the north, outside the irrigation easement, the pipe protection would be unnecessary and an immediate cost saving of $50,000 would be effected. I am confident the power, water, sewer, and employee parking facilities could readily be revised to suit this location. The building will be further from the scale house, but will be closer to the truck parking area (the public it is intended to serve).

Hamilton to "negotiate" w/ PUC asst.

FE:we
cc: A. E. Shirley
L. L. Wallace
A. D. Olson
R. P. Hamilton
C. C. Deyo

ARCHIE C. FRIES — Mayor
GERALD R. ALLEN — Councilman
JAMES L. CONKLIN — Councilman
ROLAND McCANNON — Councilman
GARY PRICKETT — Councilman
WILLIAM P. ROGLE — Councilman
AUDREY H. SODERBERG — Councilwoman
BRIAN L. ALMQUIST — City Administrator

CITY OF ASHLAND — CITY HALL

ASHLAND, OREGON 97520
Telephone (Code 503) 482-3211

June 5, 1974

Mr. J. X. Wilson
Regional Construction Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Sewer Connection
Port-of-Entry

Gentlemen:

The Ashland City Council at its regular meeting on June 4, 1974 considered your request for a sewer connection for the proposed Port of Entry on I-5 Freeway as set forth in your letter dated May 29, 1974.

The City Council voted to allow the proposed connection, subject to the preparation of an agreement between the Transportation Commission and City of Ashland, covering the mechanics of the connection, responsibilities of the parties, and fees to be charged. I will prepare a preliminary draft of such an agreement for your review and comment prior to submission to the Council. This will take about a week to ten days to prepare.

The Council also is in the process of amending its sewer service ordinance to allow the proposed connection, but this is an internal matter which should not affect your application.

It was also noted that we anticipate completion of our sewer plant expansion project in the Fall of this year, which should coincide with the completion of your proposed project. We will want to cover this point in the agreement, since our existing plant is at capacity.

If you have any further questions, please let me know.

Very truly yours,
Original signed by
BRIAN L. ALMQUIST
Brian L. Almquist
City Administrator

cc: Director of Public Works Alsing
Water Quality Supt. Fallon

P.S. The plans should include a detail of the manhole where you plan to connect to our system. Perhaps you should coordinate this with our Water Quality Supt. Ed Fallon.

10

c: R. L. Schroeder
Jack Sollis
J. B. Boyd
Alfred Shirley, Jr.
Virgil Wilson
Gary Kennen

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 3, 1974

Mr. Marvin E. Helon, Attorney at Law
1318 E. Show Avenue
Fresno, CA 93710

Permit of Entry
Installation of 6-inch Water Pipe
Port of Entry (Ashland) Section
Pacific Highway (I-5)
Jackson County
File 48085

Dear Mr. Helon:

Attached is the original and one copy of a Permit of Entry form for the installation of a 6-inch pressure irrigation pipe as shown on the attached sketch.

As our Assistant Attorney General, Jack Sollis, discussed with you on May 30, 1974, the existing 6-inch pipe is owned and operated by the land owner. It is in conflict with our proposed construction, therefore, we will relocate it outside and adjacent to the new right of way fence. This work will be performed at State expense, and upon completion of the work the land will be restored to a condition equal to its original condition. Since we are relocating the land owners own pipe at State expense it is a separate transaction from the land to be acquired for highway purposes.

Please sign the original copy of the Permit of Entry and return it to me. A stamped self-addressed envelope is enclosed for your convenience.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk
Enc.

cc: Mr. G. W. Kellington
Attorney at Law

RECEIVED
JUN 3 1974

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

805

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 31, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Richard M. Sabin
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention Don Haakenson

Dear Mr. Haakenson:

As requested I have provided in the attached resume the yearly costs as itemized in Topic 5 of the agreement.

We believe these are reasonable estimates based on our experience.

Very truly yours,

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

JBB:kp
Attachment
bc H. S. Coulter - w/attachment
Walt Barrie - w/attachment
David Moehring - w/attachment

RECEIVED
JUN 3 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Port of Entry - Ashland

Estimated Yearly Costs as per Agreement

Item		
A.	Estimated Cost (Approximately 12 man days/yr)	$1,000
B.	2048 sq ft (32¢ - 3¢) = 593.92/mo x 12 mon = 7127.04/yr	7,200
C.	No Charge	
D.	124,200 DWH/yr @ .02 = $2,484 + min ch.	2,700
E.	No Charge	
F.	Estimated Cost (Approximately 6 man days/yr)	500
G.	Future - no anticipated expenditure	
H.	Not applicable to tabulate	
		$11,400

Ashland City Council
Ashland City Hall
Ashland, OR 97520

May 29, 1974

Attention Brian Almquist
City Administrator

Subject: Sewer Connection
Ashland Port of Entry
Pacific Highway (I-5)
Jackson County

Gentlemen:

Enclosed for your review is a set of plans for the Ashland Port of Entry on Pacific Highway. The Highway Division anticipates accepting bids for this project on June 20, 1974.

You will note on Plan Sheet Nos. 5 and 6 a sanitary sewer system from the proposed Port of Entry site to a city manhole located on Oak Street. This sewer system will consist of 4,550 feet of 4" pressure line and 1,196 feet of 6" gravity flow pipe. We anticipate normal flow to be 2,000-2,500 Gal./Day. A holding tank is to be installed and sewage should be pumped approximately twice each day. The pump switch will operate from a float and pump capacity will be 100 Gal./Min.

We are hereby requesting permission from the City of Ashland to make the necessary connection to the city manhole on Oak Street. I understand the Council will be meeting on June 4. If this matter could be placed on the agenda, the Highway Division will arrange to have representatives present to answer any questions that may arise. If your engineering personnel have any questions, please contact me immediately in an effort to solve technical problems prior to the Council meeting.

Very truly yours,

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/GK/cw
Encl.
cc J. H. Versteeg
J. E. Chidsey
Earl Purdy

Copy Enclosed

OREGON STATE
HIGHWAY DEPARTMENT

1019 N. Riverside Ave., Medford, Oregon 97501 Phone 779-6373

May 24, 1974

Mr. Robert Carstensen, Director
Jackson County Public Works Department
200 Antelope Road
White City, Oregon

Attention: Mr. Bill Gaddis

As per our discussion by telephone on Tuesday of this week I am submitting to you the following information in pursuit of a permit to construct a sewer pipe line within the County Right of Way on Eagle Mill Road and Oak Street:

Three copies of the Construction Plans.
Three copies of a small scale Sketch Map.

The purpose of the pipe line is to carry sewage affluent from the proposed Ashland Motor Carrier Port of Entry, which will be located on the Pacific Highway at the present north-bound truck scale site, to the City of Ashland's sewer line located on Oak Street.

It will be necessary to hang the sewer line on the Bear Creek Bridge and the details of this installation have been shown on sheet 2C of the above-mentioned plans.

In reviewing the Jackson County Permit Requirements for Underground Utilities, I will assure you that the pavement cuts, backfill and compaction, maintenance, cleanup and repair and traffic control requirements will be met or exceeded within the scope of our standard specifications for control of the work and materials used in the course of this pipe line construction.

I respectfully solicit your early approval of this pipe line permit.

Very truly yours

Earl C. Purdy
Resident Engineer

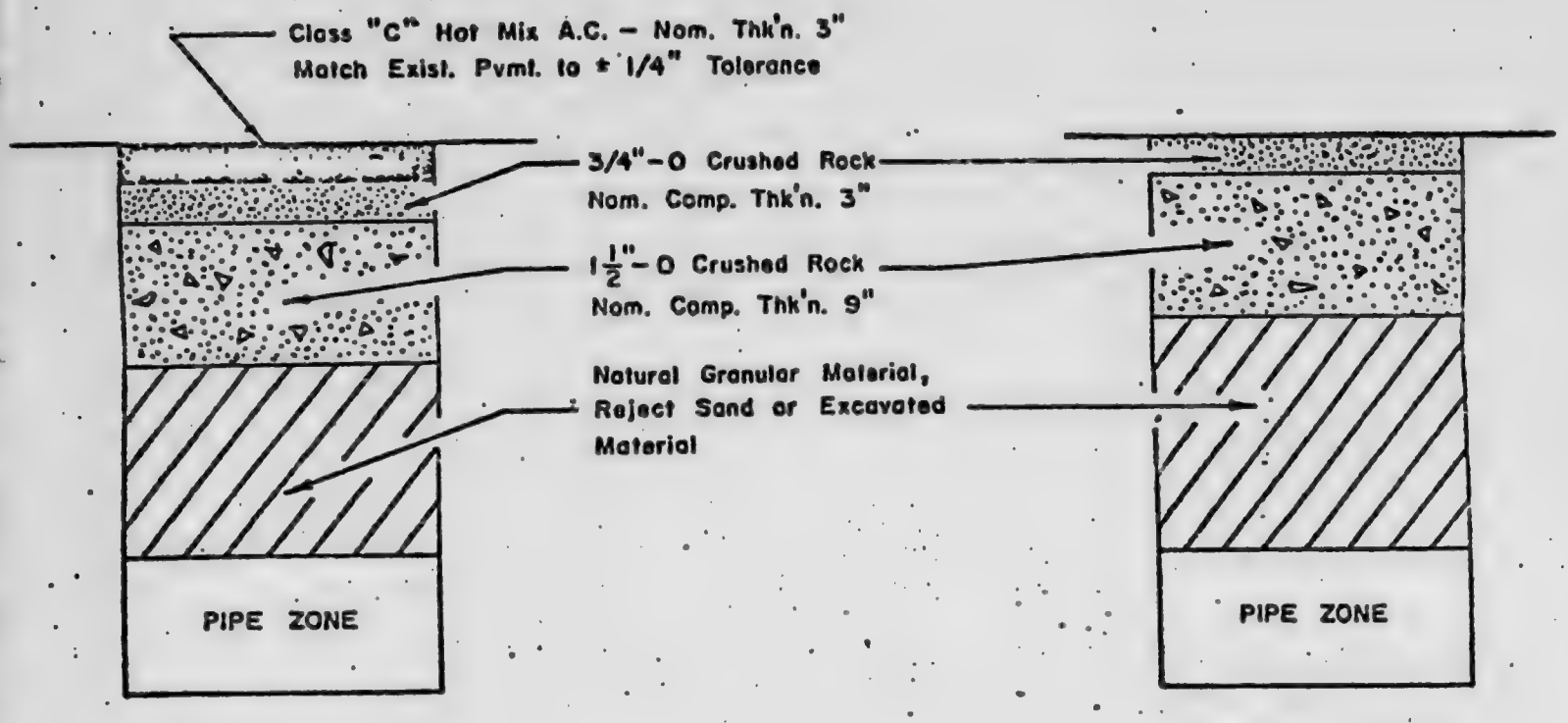
1 Vanstory
2 A. Olsen
3 Terpin
Scott
4 Swenson
R. Olsen
Trout

RECEIVED
ROAD

Mail Copy Erikson

For Permit Requirements of Entry Sewer Line on Eagle Mill Rd.

PERMIT REQUIREMENTS
For
UNDERGROUND UTILITIES WITHIN COUNTY ROAD RIGHTS-OF-WAY


Class "C" Hot Mix A.C. – Nom. Thk'n. 3"
Match Exist. Pvmt. to ± 1/4" Tolerance
3/4"–0 Crushed Rock
Nom. Comp. Thk'n. 3"
1½"–0 Crushed Rock
Nom. Comp. Thk'n. 9"
Natural Granular Material, Reject Sand or Excavated Material
PIPE ZONE
PIPE ZONE

UNDER PAVEMENT

GRAVEL ROADS AND SHOULDERS

Crushed rock and natural granular materials shall comply with the requirements in Chapter 16, "Standard Specifications for Roads," available at Jackson County Public Works Dept. The use of reject sand or excavated material shall have the prior approval of the Director of Public Works.

Pavement Cuts or sidewalks - Cut all bituminous and concrete pavements, curbs prior to excavation of trenches with an approved pavement saw, hydrohammer or other approved breaker. The width of the pavement cut shall be not less than the required width of the trench at ground surface.

Backfill Method for Crushed Rock and Natural Granular Materials - Backfill the trench above the pipe zone with approved backfill material in layers not to exceed 8 inches in depth and compact each lift until the dry density is not less than 90% of maximum density at optimum moisture when tested in accordance with the Oregon State Highway Division's procedure for the determination of 100% Relative Maximum Density of Granular Materials.

Backfill Method for Excavated Material - Backfill the trench above the pipe zone with approved backfill material in layers not to exceed 8 inches in depth and compact each lift to a density in place of not less than 95 percent of relative maximum density at optimum moisture. Testing methods shall comply with Section 13-2.02 of the "Standard Specifications for Roads to be Accepted as County Roads," available at the Jackson County Public Works Department.

If reject sand meeting the approval of the County Director of Public Works is used, it may be compacted by flooding the entire trench after backfilling. The compaction shall be not less than that specified hereinbefore.

Compaction Equipment - Compaction equipment shall be of suitable type and adequate to obtain the densities specified. Compaction equipment shall be operated in strict accordance with the manufacturer's instructions and recommendations and shall be maintained in such condition that it will deliver the manufacturer's rated compactive effort.

Backfill Maintenance

1. In all areas where pavement is to be replaced, maintain the surface of the backfilled trench level with the existing grade with 3/4"-0 crushed rock until pavement replacement is completed.

2. Settlement of the finish surface of A.C. shall be promptly repaired whenever the settlement exceeds 1/4-inch when tested with a straight-edge.

3. 3/4"-0 crushed rock shall be added when settlement occurs in trenches under gravel surface roads and shoulders. The maintenance shall include, but not be limited to, additional rock and grading to keep the surface affected by the construction smooth and free from ruts and potholes, and suitable for normal traffic flow.

Cleanup and Repair - All areas affected by the construction shall be brought to an "as good as or better" condition prior to completion of the project. Repairs shall include, but are not limited to:

1. Pavement Repairs - All cracked, potholed or raveled pavement shall be patched with hot-mix A.C. In case of excessive damage a seal coat or an asphaltic overlay will be required.

2. Contaminated Gravel Surface - All gravel surfaces contaminated with mud, dirt, oversize rock or other foreign material shall be removed and replaced with 3/4"-0 crushed rock meeting the requirements hereinabove set forth.

3. Slopes and Roadside Ditches - Shall be trimmed, smoothed and compacted to the original lines and grades.

4. Driveways, Culverts and Ditches - Shall be replaced to the original lines and grades.

5. General Cleanup - The Contractor shall at all times during the work keep the roadway clean and orderly. All broken pavement, concrete, excess excavation material or other objectionable material shall be promptly removed from the County road right-of-way.

Lighting, Signing and Detours

1. Flagmen shall be required whenever the Contractor's operations are in close proximity to the travel portion of the roadway. Sufficient flagmen, pilot cars and signing shall be provided to minimize the hazard to traffic while the work is in progress.

2. Reflectorized advance signing and lighted barricades shall be placed to adequately delineate open trenches, berms, equipment or any other hazardous condition in the roadway at night. The amount and placement of such signing and barricades shall be no less than that specified by the County Public Works Director.

3. All requests for detours and lane closures shall be submitted with three copies of the detour plan showing traffic signing proposed. No detour or lane closure will be permitted until approval of the plan by the County Public Works Director. When the plan is approved the Contractor shall notify all emergency agencies concerning the location and duration of the detour.

United States Department of the Interior

BUREAU OF RECLAMATION

FEDERAL BUILDING & U.S. COURTHOUSE
BOX 043–550 WEST FORT STREET
BOISE, IDAHO 83724

IN REPLY
REFER TO: 426
561.

MA. 23 1974

Mr. Phil G. Preston
Utility Special Studies Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Preston:

This is in response to your letter of May 3, 1974, concerning the preliminary plans for the Ashland Port of Entry Traffic Scale Site, Pacific Highway (I-5) Jackson County, Oregon.

According to the plans for the Port of Entry facilities a 32- by 64-foot building would be located upon rights-of-way held for two buried pipelines comprising part of the irrigation system serving lands within the Talent Irrigation District of the Rogue River Basin Project. The proposed location of the building could interfere with the operation, maintenance and possible replacement of the pipelines and it is therefore recommended that the building be located at another site. We would not object to part of the pipeline right-of-way being utilized for parking or other such use, but feel that it should not be encumbered with permanent type structures.

We plan to have an inspection team looking at the irrigation system of the Talent Division on July 8 and 9 of this year and members of the team would be very glad to inspect the site with you at that time if you wish to do so. Mr. Walt Hoffbuhr is manager of the Talent Irrigation District, and we feel assured that he would also be glad to discuss the proposed Port of Entry Site plan with you at any time.

File

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

If you wish to have an onsite inspection of the area we suggest you make arrangements through Mr. Hoffbuhr. However, please feel free to contact this office directly if you wish to do so.

Sincerely yours,

Harold C. McDaniel

Acting Regional Director

cc: Talent Irrigation District, P.O. Box 467, Talent, Oregon 97540

1-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 21, 1974

RECEIVED
MAY 23 1974
ROAD DESIGN SECTION

1 Verstaeg ✓
2 A. Olson
3 Tapin 1
Scott
Swanson
R. Glen
Hart 4

We Copy Copy

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring Up
Other

Mr. Darin Roberts
Distribution Superintendent
Pacific Power and Light
216 W. Main St.
Medford, Oregon 97501

Dear Mr. Roberts:

Ashland, Port of Entry
Br. 9557B

This is to confirm the design electrical loads and secondary voltages for the "Port of Entry" installation in Ashland.

We will require two pad-mounted transformers and transclosures. These transformers will have to be adequate to handle a demand of 70 KVA three phase, 60 HZ, 208/120^{V} AC, "Y" secondary load, and 56 KVA single phase, 60 HZ, 480/240^{V} AC secondary load.

We are furnishing a 4" PVC conduit and concrete pull boxes for your primary conductors. This conduit will run from your pole on Eagle Mill Road to the transformer pads.

It is my understanding that we will furnish the single phase concrete transformer pad and space for a three phase fiberglas transformer pad.

Additional right-of-way requirements for the conduit has been referred to the Road Design Section. They are handling this request.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

GJB/ag
cc J. H. Verstaeg
A. Shirley
G. Kennan

REFERRED TO

Cole ____ Reed ____
Eriksen FE Sample ____
Hager ____ Watson ____
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE April 26, 1974

TO J. H. Versteeg
Road Design Engineer

FROM L. E. George
Traffic Engineer

REFERRED TO

Cole	Reed
Eriksen	Sample
Heger	Watson

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

Check on

SUBJECT Port Of Entry Signing
Pacific Highway
Jackson County

Attached are two approved Sign Study plans for signing on the above named section.

It is my understanding that the plans, summary estimate and specifications will be completed by May 31. The Bridge Section is already working on a design of the two butterfly sign structures.

ELS:pb
Attachment
cc: Bob Hamilton

1 ____
2 F
3 ____
4 ____

RECEIVED
APR 29 1974
ROAD DESIGN SECTION

Hamilton advises that he has been back to Bud George for major revisions - based on viewing similar project in Olympia area. (Reduce size & number of signs, etc)

CEP
5/6/74

4-24-74

ASHLAND PORT OF ENTRY REPORT

Submitted to the

May 1974 Emergency Board

I Introduction

This report summarizes the efforts of the Interagency Task Force which was formed to propose an integrated port of entry program. The Task Force consists of the following members:

Mike Kane, Executive Department - Chairman*
Don Haakenson, Public Utility Commissioner
Harvey Ward, Motor Vehicles Division
Bob Hamilton, Highway Division
Lt. Marvin Acheson, State Police

* replacing Hal Brauner

The Task Force's efforts have been directed toward developing a program of phased-in, full-service port of entry stations as opposed to providing a temporary limited service interim program. This direction was provided by the Emergency Board at its September 1973 meeting when the agencies involved were asked to develop the first step of the phase-in and report back to the Board in October. The first phase was envisioned to be the establishment of permanent port of entry facilities in the Ashland and Ontario areas.

The Task Force responded the following month by presenting preliminary plans for the construction and implementation of port of entry operations at recommended sites in both areas. The Emergency Board, however, decided to choose one area - the Ashland site as a possible test facility for determining the probable effectiveness of the proposed port of entry system. Since the objectives of the program are to reduce non-compliance with the motor carrier laws of the state, and to provide better service to the motor carrier industry, it was suggested that a monitoring plan be developed to see if this test facility would achieve the desired results. Hence, the 1975 Legislature should have a better notion as to the worth of the port of entry program.

With the selection of the Ashland site, the Emergency Board authorized an expenditure limitation increase of $107,600 to allow for the development of preliminary engineering plans and for the required right of way acquisition. The Public Utility Commissioner's

office was then instructed to return to the Emergency Board after the preliminary engineering plans were completed to obtain the necessary limitation increase for constructing the facility. This report is in response to the Emergency Board's directive.

The functions proposed for port of entry facilities, their proposed scope and the multi-agency involvement have all been submitted in previous task force reports and have been discussed in detail at previous Emergency Board meetings. Therefore, this report does not include this same material except to advise the Board of another agency request related to the port of entry program. The Department of Commerce has requested to have the port of entry staff perform certain services for it. The requested services would assist the Department of Commerce in securing compliance to their insignia requirements regarding mobile homes and recreational vehicles shipped into Oregon. All shipments of such vehicles going through the POE would be checked to determine whether they bear the required insignia. If a shipment does not, the POE staff will develop the necessary information and telephone it directly to the Department of Commerce for their future action. Detection of these illegal shipments at the POE stage will be of significant value to the Department of Commerce enforcement program, and should not place a significant burden on POE personnel.

II Functions of a Port of Entry Facility

A POE facility should provide for a single location where all services relating to motor carriers entering the State of Oregon can be provided and where compliance with the laws of the state relating to such carriers can be assured. Thus, the functions of a POE are to provide a convenient, single stop, full-service facility for incoming motor carriers; to ensure compliance with the motor carrier revenue and operating authority laws of the state, particularly those concerned with permit fees for motor carriers and the weight-mile tax; and to ensure that entering motor carriers comply with safety laws of the state so they are operating in such a manner to protect the motoring public.

III Right of Way Purchase

In response to the Emergency Board at its October 1973 meeting, the Highway Division began action to secure the appropriate right of way for the proposed Ashland port of entry. The Highway Division made an appraisal of $27,800.00 for a 13.8 acre piece of property located at the proposed site. Negotiations were entered into with the owner of the property, who is residing in California. A top price of $30,000 was agreed upon for outright purchase if the expense of condemnation proceedings could be avoided. The property owner agreed to sell at $30,000 and the deed is now being processed into state ownership.

A proposed agreement between Highway and PUC has been drawn, providing for the title to remain with the Highway Division; but, PUC is to have control over the use of the property.

IV Site Location and Design

As had been proposed, the Ashland POE site is situated immediately adjacent to the highway weigh scale located on Interstate 5 just outside the City of Ashland. Design of the site is shown on Attachment III.

Since the preliminary design sketches were made in October 1973, detailed information has been considered regarding peak hour truck traffic and on the time required to process the anticipated mix of PUC plated and unplated rigs. The current plan is based upon these requirements plus an allowance for a 50 percent increase in truck traffic. Based upon current trends it is estimated that this amount of growth could occur within the next three to four years. However, there is adequate room for future expansion as the need arises. The current plan is a minimum facility for traffic anticipated in the near future. Expansion possibilities exist as shown in Attachment III and can readily be implemented if or when the need becomes apparent. The area for expansion is adjacent to the proposed parking lot.

The detailed analysis described above has allowed a reduction in the parking area of approximately 20 percent over the original plan submitted to the Emergency Board last October. Also, the proposed PUC building has been moved out of the center of the parking lot (as originally proposed) to a position adjacent to and slightly above the parking lot to improve the efficiency of the parking area, to enhance surveillance and for better overall appearance of the facility. Finally, a circulation road has been added for adjusting and legalizing loads, and for allowing carriers to return to the scales for reweighing. It also provides additional space for issuing citations.

V Construction Costs

A Grading and Paving

This item, plus a 20 percent allowance for engineering requirements and contingencies, accounts for approximately 62 percent of the total acquisition and construction costs of the Ashland POE facility. As shown in Attachments I and II, grading and paving costs have been revised from the October 1973, preliminary estimate. The present estimates reflect a better analysis of requirements and an examination of topographic data on the site. By reducing the overall area approximately 20 percent and by fitting the vertical positioning of the facility

to match the existing ground as much as practical, the excavation has been reduced from approximately 60,000 cubic yards to approximately 33,000 cubic yards. In the interim, the anticipated bid price for such work in this area has increased from $1.10 per cubic yard to $2.00 per cubic yard. The overall tonnage of base and asphalt surfacing has been reduced from 35,100 tons to 25,100 tons (71% of the original); however, the price of cement has increased from $38 per ton to $45 per ton and the cost of asphaltic concrete mix has risen from $9 to $15 per ton. Also, asphalt prices have climbed from $45 per ton to $110 per ton. As a result, the overall cost for base and surfacing has only dropped from $379,000 to $314,000 (83% of the original). Inclusion of the miscellaneous items normally covered by "allowances" and "contingencies" have brought the overall cost for grading and paving items plus engineering and contingencies to $746,800 as opposed to the October estimate of $774,000.

The latter figure, however, is not totally related to the overall costs of paving and grading. It also includes $64,800 for engineering requirements and contingencies related to those construction items other than grading and paving. This figure was included for purposes of comparison since a contingency allowance for these items may be considered a part of the 40 percent allowance proposed in the October estimate.

B Other Construction Costs

The additional construction items are also shown in Attachment I for present estimates and in Attachment II for October preliminary estimates. Two items have been added to the preliminary cost schedule. The most expensive of these is the cost of illumination which was overlooked previously. It is estimated that the necessary lighting requirements of the facility would be best met with four tower lights in the parking area and with seven 50 foot pole lights along the "on" and "off" ramps. The cost of this project amounts to approximately $84,000. The other item amounts to $5,000 for meeting the electrical requirements of the facility. This includes providing an underground primary transmission line and installation of a transformer on the site.

It should be pointed out also that the original estimate for meeting signing requirements has proven to be largely inadequate. The cost for the illuminated scale house signs alone is estimated to be around $31,000. In addition, the directional signs that will be required within the area and along the freeway will cost approximately $48,000. The total cost for signing, therefore, will amount to $79,000 as opposed to $25,000 as estimated originally.

Offsetting these higher costs to some extent is a $44,000 reduction in the estimated cost for meeting water supply and sewage disposal

requirements. As shown in Attachment I, the total cost amounts to $66,000. This includes $11,000 for meeting water supply requirements, and $55,000 for a sewage pump station and a line connection to the City of Ashland's disposal system.

The remaining construction cost items are not significantly different from those presented in the original plan. A more refined estimate for the PUC building, for example, reduces the cost from $70,000 to around $66,500. A perspective of the proposed building and a floor plan are shown in Attachments IV, V, and VI. The cost estimate is based upon a floor area of 2048 square feet at a finished construction cost of $32.50 per square foot.

VI Construction Timetable and Future Actions

Assuming favorable action from the Emergency Board at its May meeting, the construction schedule and proposed future actions required to implement the POE program are as follows:

A Construction Schedule

A flow chart of construction events is shown in Attachment VII. The Highway Department should be in a position to advertise for bids almost immediately after the May Emergency Board hearing. By June and July, the various contracts should be let with some construction getting underway. By mid-November we anticipate the facility to be constructed and operational.

B Future Actions

(1) Operating Budget --- a detailed cost of operating plan will be presented to the Emergency Board at its August meeting. At this time, it appears that the operating budget for the Ashland facility will be within the $500,000 biennial estimate presented earlier.

(2) Monitoring Plan --- prior to the construction of the pilot facility, monitoring plans will be developed to determine the effectiveness of the program.

(3) Additional POE Facilities --- if the Ashland facility proves successful, the task force will develop a plan for additional POE facilities for submission to the 1975 Legislature.

VII Recommendation

The Interagency Task Force recommends the approval of the Ashland facility and an expenditure limitation increase in the Public Utility Commissioner's budget of $993,200.

ATTACHMENT I

Port of Entry Facility
Ashland Truck Scale Site

April 1974

COST ESTIMATE

I Grading and Paving

Item	Unit	Quantity	Plus Allow	Unit Price	Amount
General Excavation	Cu.Yd.	30,000	33,000	$ 2.00	$ 66,000
Trench Excavation	Cu.Yd.	1,353	1,490	6.00	8,940
12" Sewer Pipe	Lin.Ft.	24	30	6.50	195
18" Culvert Pipe (new item)	Lin.Ft.	476	520	8.75	4,550
24" Culvert Pipe	Lin.Ft.	284	312	15.00	4,680
Type G-2 Inlet	Each	1	2	350.00	700
Class "A" Concrete	Cu.Yd.	222	250	130.00	32,500
Metal Reinforcement	Lb.	33,255	36,500	0.40	14,600
Special Backfill	Cu.Yd.	30	33	15.00	495
Cement Treated Base	Ton	17,900	19,700	6.50	128,050
Cement in Treated Base	Ton	985	1,085	45.00	48,825
Asphalt Concrete Mix	Ton	5,932	6,530	15.00	97,950
Asphalt in Mix	Ton	326	360	110.00	39,600
Asphalt Curbs	Lin.Ft.	270	300	3.00	900
9" Concrete Pavement	Sq.Yd.	196	210	9.00	1,890
Misc Grading and Paving Items				ALL	118,625
				TOTAL	$568,500
Plus 20% Engineering and Contingencies					$113,500
				TOTAL GRADING AND PAVING	$682,000

II Other Construction Costs

Scale-Pit and House		$ 23,500
Signing		79,000
Sewer and Water		66,000
Right of Way		30,000
PUC Building		66,500
Illumination*		84,000
Adjust Utilities*		5,000
	TOTAL	$354,000
Plus 20% Contingencies*		$ 64,800
	TOTAL	$418,800
	GRAND TOTAL	$1,100,800

* Items covered under Engineering and Contingencies in Attachment II

Above estimate for grading and paving is the result of detaled study, therefore, "Allowance" is 10% and Engineering and Contingencies is 20% as opposed to 20% and 40% used on previous "Reconnaissance" type estimate (Attachment II)

ATTACHMENT II

Port of Entry Facility
Ashland Truck Scale Site

October 1973

COST ESTIMATE

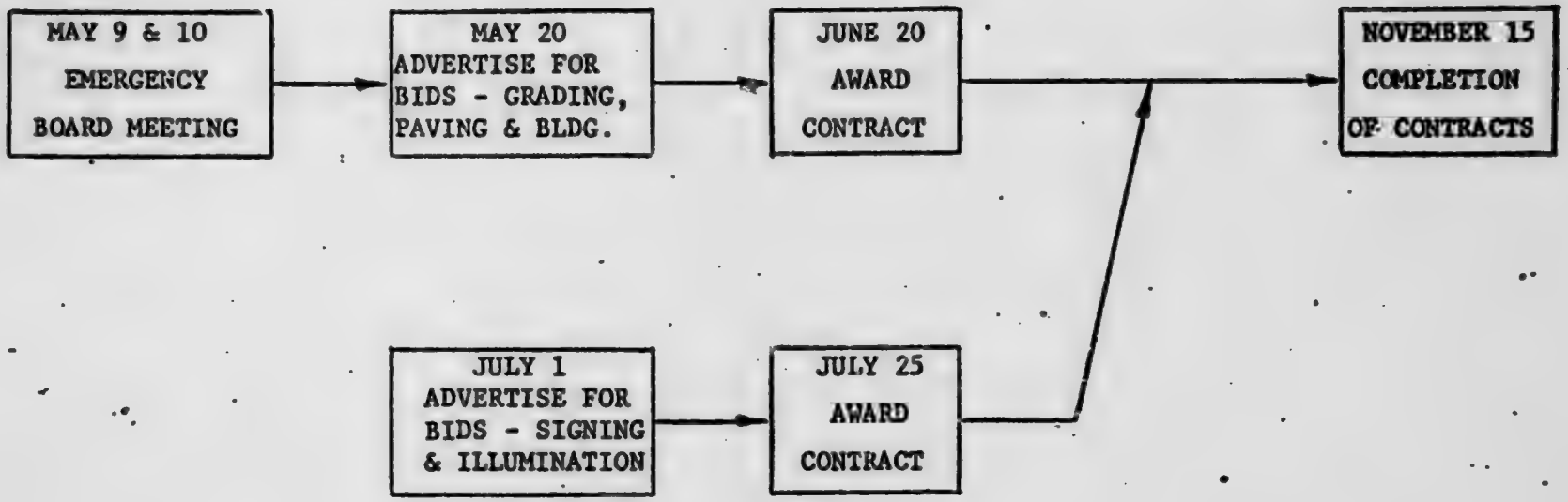
I Grading and Paving

Item	Unit	Quantity	Plus Allow	Unit Price	Amount
General Excavation	Cu.Yd.	57,200	68,640	$ 1.10	$ 75,504
Trench Excavation	Cu.Yd.	1,412	1,694	6.00	10,164
12" Sewer Pipe	Lin.Ft.	724	869	6.50	5,649
24" Concrete Pipe	Lin.Ft.	232	278	15.00	4,170
Type G-2 Inlet	Each	4	5	250.00	1,250
Class "A" Concrete	Cu.Yd.	335	402	130.00	52,260
Metal Reinforcement	Lb.	50,190	60,228	0.28	16,864
Special Backfill	Cu.Yd.	45	54	15.00	810
Treated Base	Ton	22,200	26,640	6.50	173,160
Cement in Treated Base	Ton	1,000	1,200	38.00	45,600
Asphalt Concrete Mix	Ton	11,180	13,416	9.00	120,744
Asphalt in Mix	Ton	727	872	45.00	39,240
Concrete Curbs	Cu.Yd.	53	64	90.00	5,760
9" Concrete Pavement	Sq.Yd.	147	176	9.00	1,584
				TOTAL	$552,759
Plus 40% Engineering and Contingencies					$221,241
				TOTAL GRADING AND PAVING	$774,000

II Other Construction Costs

Scale-Pit and House	$ 23,500
Signing	25,000
Sewer and Water	100,000
Right of Way	25,000
Building	70,000
TOTAL	$243,500

GRAND TOTAL $1,017,500



PROPOSED CONTRACT SCHEDULING

PORT OF ENTRY

ASHLAND HIGHWAY I-5

ATTACHMENT VII

Form FHWA 121 (Rev. 6-73)

8035

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-1(-)18
Ashland "Port of Entry"
Plan Layout

DATE: April 25, 1974

In reply refer to: 10-41-B/416

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER
cc Rulien
Boyd
Hart
Ventry
5-1-74

By April 25 letter Mr. Hunter submitted a plan for the proposed expansion of the Ashland Truck Scale Site to include a "Port of Entry" facility. The facility is to be constructed with State funds.

The planned expansion has been reviewed and is considered satisfactory. However, as previously discussed with Mr. Boyd of your Right of Way Section, it is suggested that the deed restrict the use of the property to the proposed activity, to ensure that it is not used for a nonhighway related activity.

for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
APR 29 '74
REFER TO
FOR

RECEIVED
APR 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 24, 1974

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Ashland "Port of Entry"
Pacific Highway I-5
Jackson County

TO: A. D. Olson
Preliminary Design Engineer

Glen Clark and I reviewed the two alternates for striping the truck parking area at the Ashland "Port of Entry" and agree the right-hand parking proposal is best. This alternate would provide sight distance for the merge at the north end and should prove superior with respect to traffic patterns.

JXW/cw

cc Glen L. Clark

REFERRED TO

Cole ____ Reed ____
Erikson F.E. Sample ____
Heger ____ Watson ____
Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

1 Vorstenbosch
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

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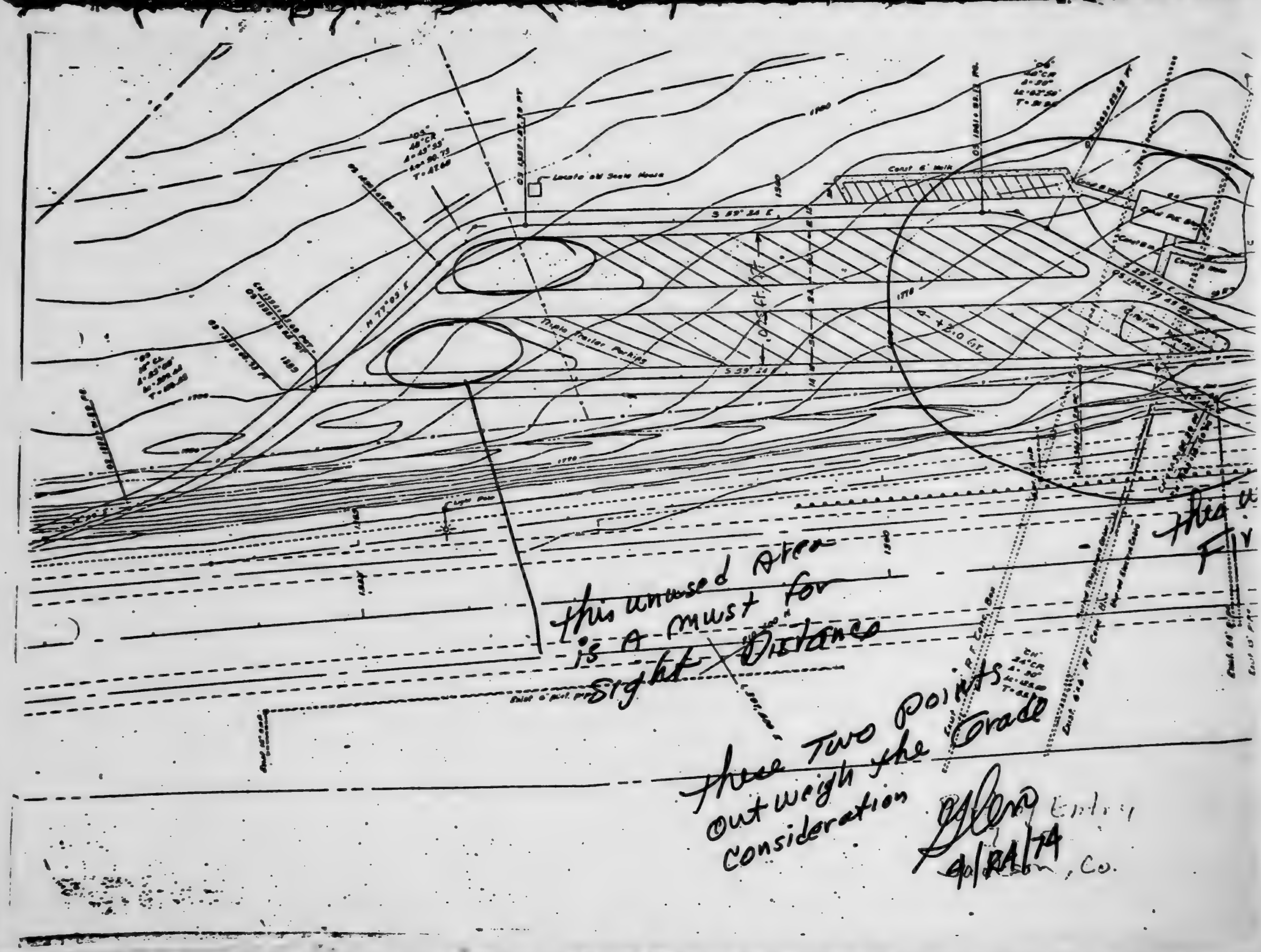
Lewis & Clark State Park
Court & Walk
S 59° 24 E
Triple Trailer Parking
N 77° 03 E
+2.0 Cut
this unused Area
is a must for
Sight Distance
these Two Points
outweigh the Grade
consideration
Engr
9/24/74
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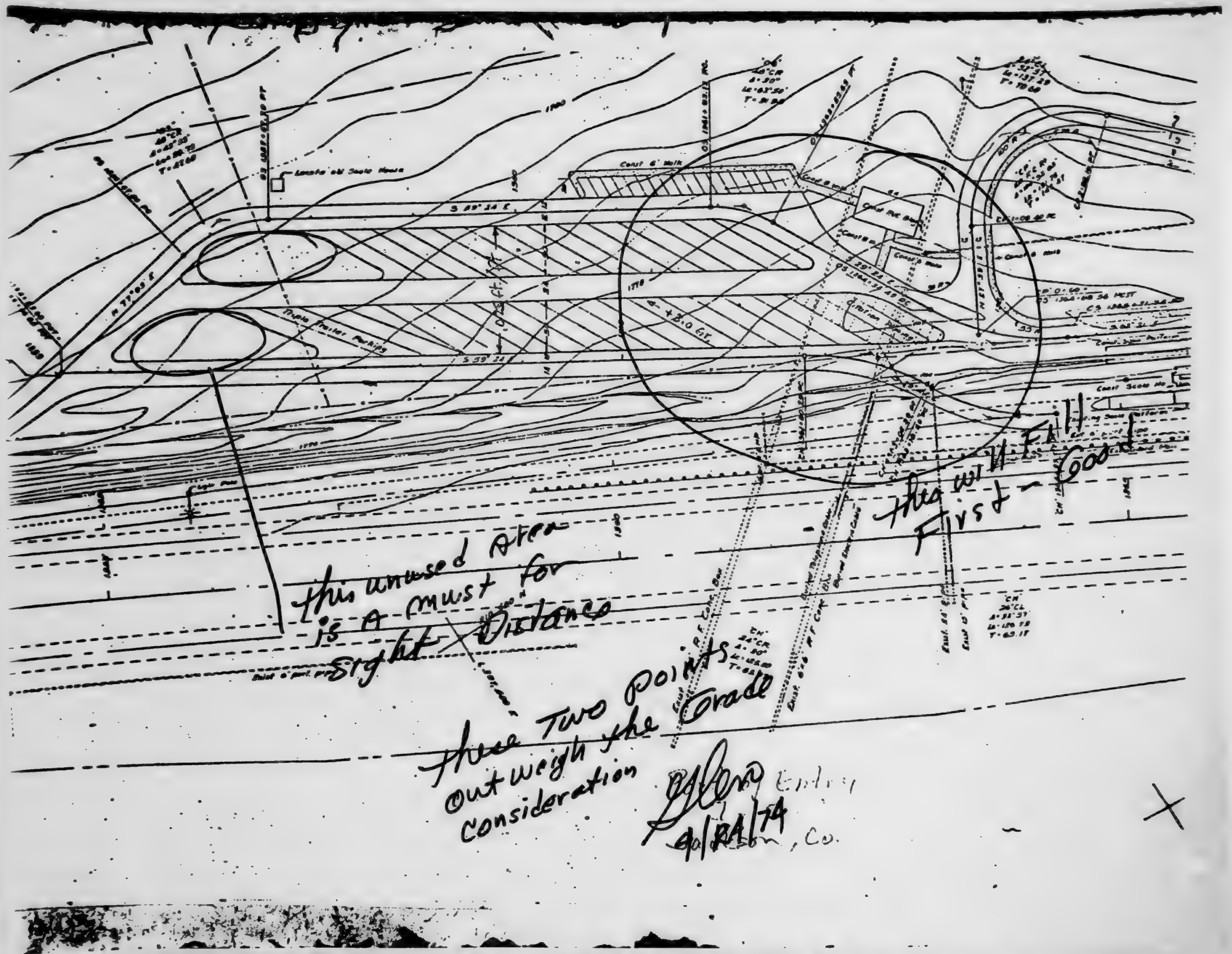
Maple Trailer Parking
S 89° 34' E
+8.0 Ext.
this unused Area is a must for sight Distance
these Two Points outweigh the Grade consideration
Entry
9/28/74
Co.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE April 23, 1974

TO J. H. Versteeg
Road Design Engineer

ATTENTION: A. D. Olson

FROM L. E. George
Traffic Engineer

SUBJECT Parking Lot Striping
Ashland Port of Entry
Pacific Highway, I-5
Jackson County

A review of the striping plan alternatives which you submitted to us indicates that the left-hand pattern is superior for two reasons.

The first reason is the matter of grade. The +0.4% grade is more suitable to truck traffic than the +3.0%, especially in this case where loaded trucks are starting from a complete stop.

The second reason is a matter of visibility. With left-hand striping, drivers re-entering the travel lanes from their parking places would have a much greater view of any approaching traffic. The less desirable right-hand pattern would require drivers to either rely on their mirrors or physically move across their cabs in order to observe approaching traffic.

It is therefore recommended that the left-hand striping pattern with the +0.4% grade be used in this location.

LM:pb

ROAD
DESIGN
SECTION
Other

Salem, Oregon

April 19, 1974

A. E. Shirley L. E. George Roy Olson
R. P. Hamilton D. H. Moehring

A. D. Olson, Preliminary Design Engineer

Ashland "Port of Entry"
Pacific Highway I-5
Jackson County

Attached are two possible plans for striping the truck parking areas at the proposed Ashland "Port of Entry". The natural lay of the land determined the grade of the lot and with right hand parking provides a grade of +3.0% normal to the truck. If we reverse the striping and head the trucks in left handed, we can provide a grade of +0.4%.

Your comments are welcome as to whether the original 3.0% is any problem for trucks starting from a stop. In both cases the overall parking area will be the same.

ADO:jh

REFERRED TO

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Eriksen EE		Semple	BDHS
Heger		Watson	
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Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

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2 Terpin
Scott
Swenson
R. Olson
Trout

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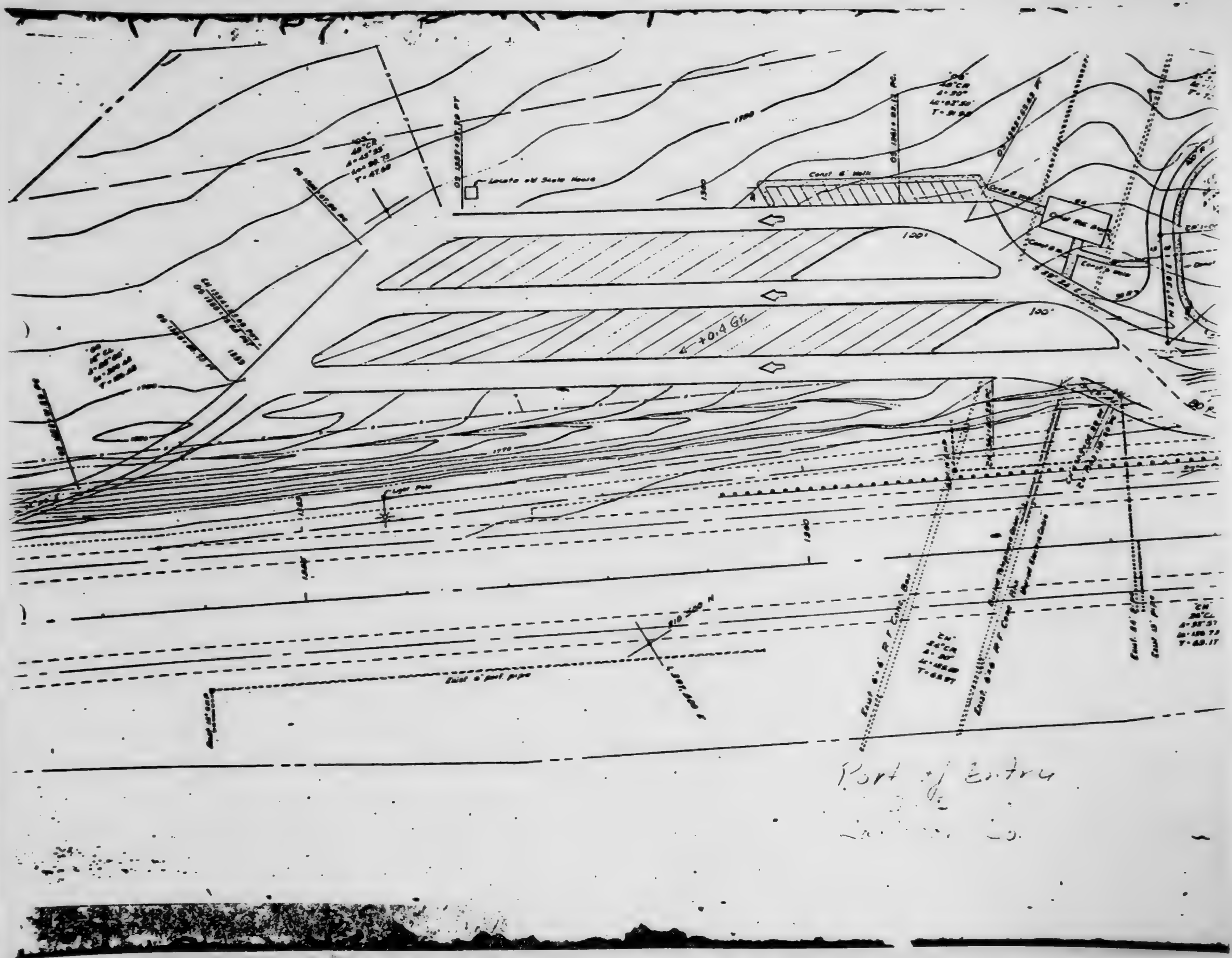
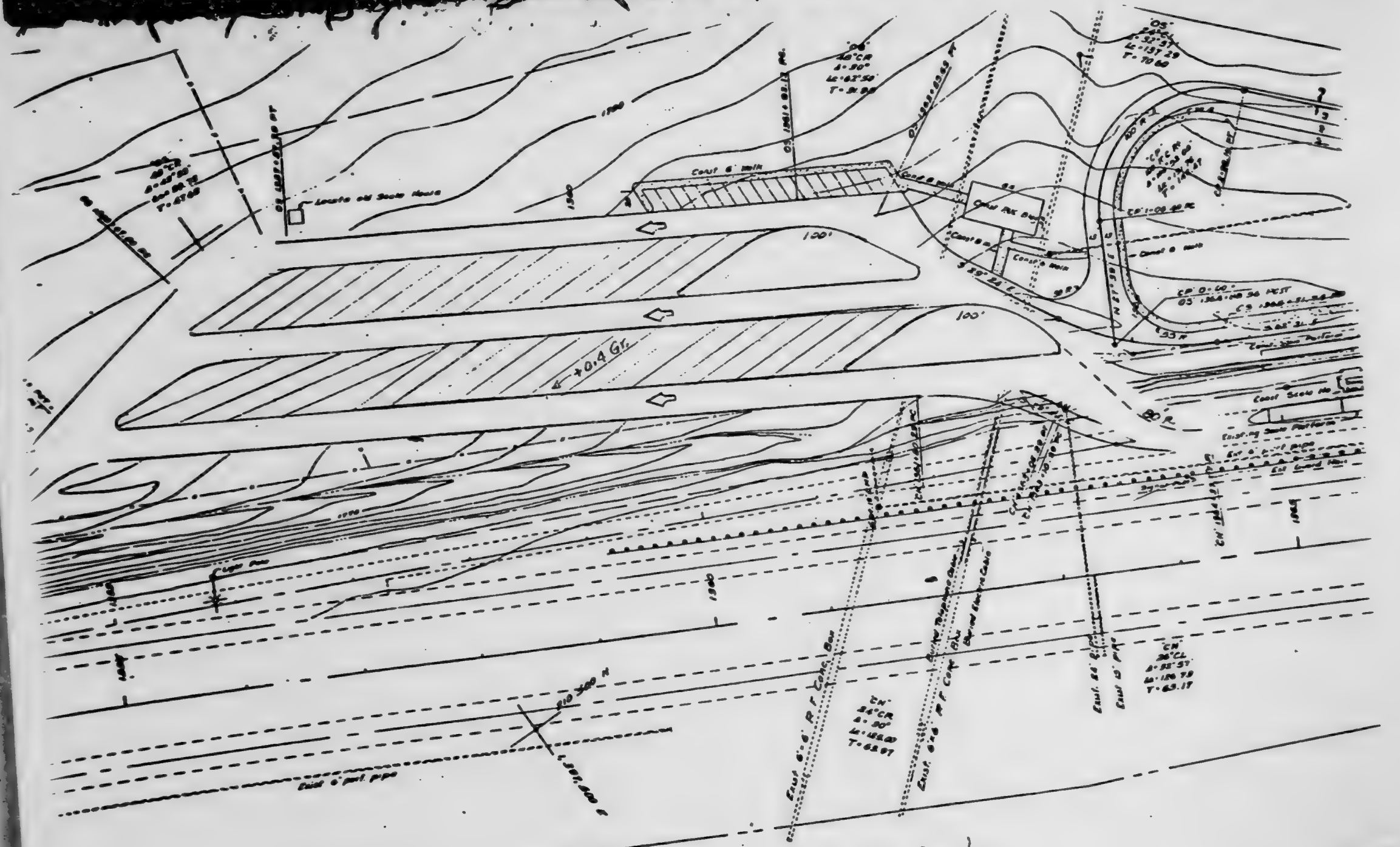

Locate at State House
Court & Walk
1300
1200
100'
+0.4 Gr.
Light Pole
Port of Entry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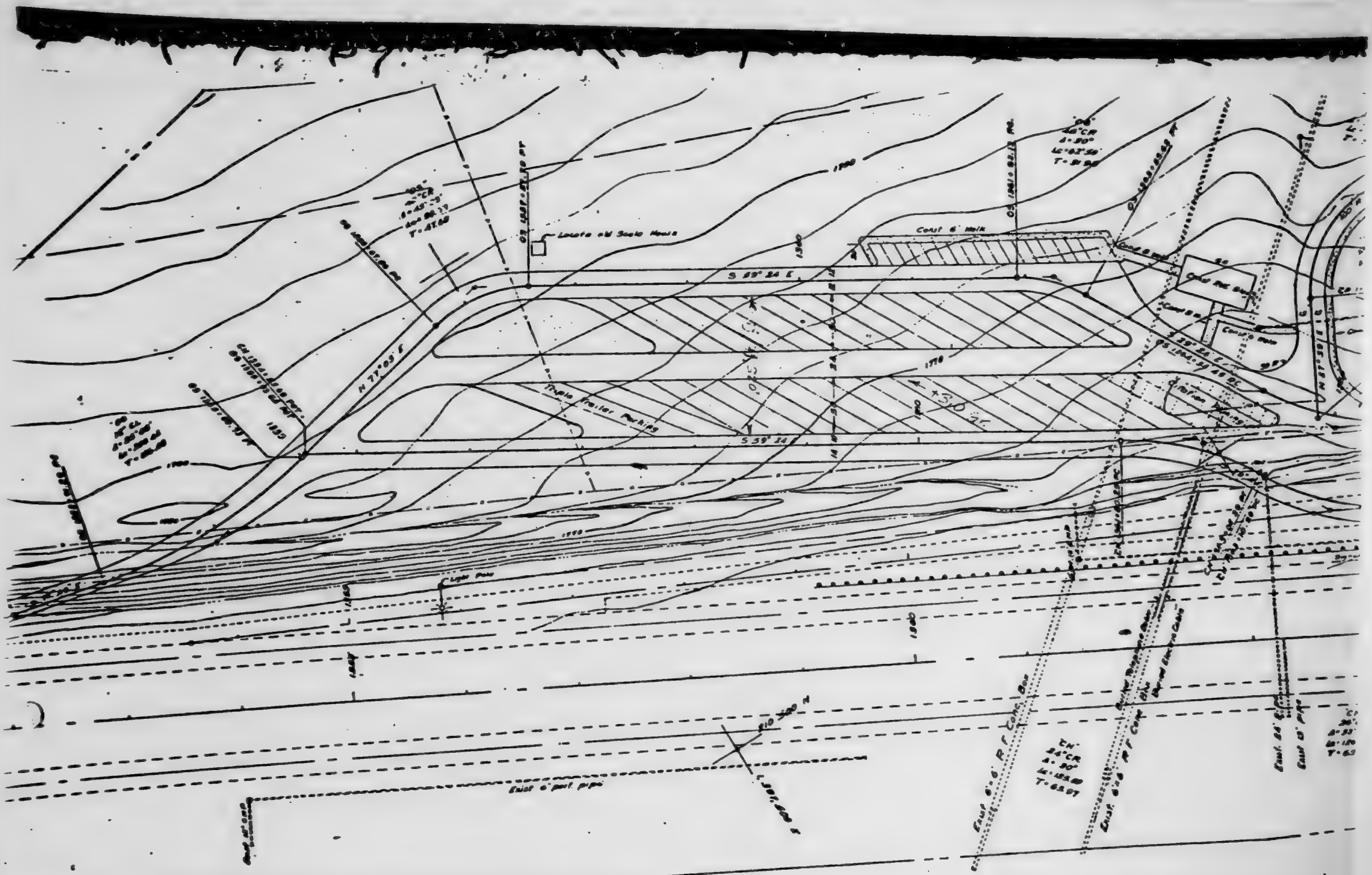
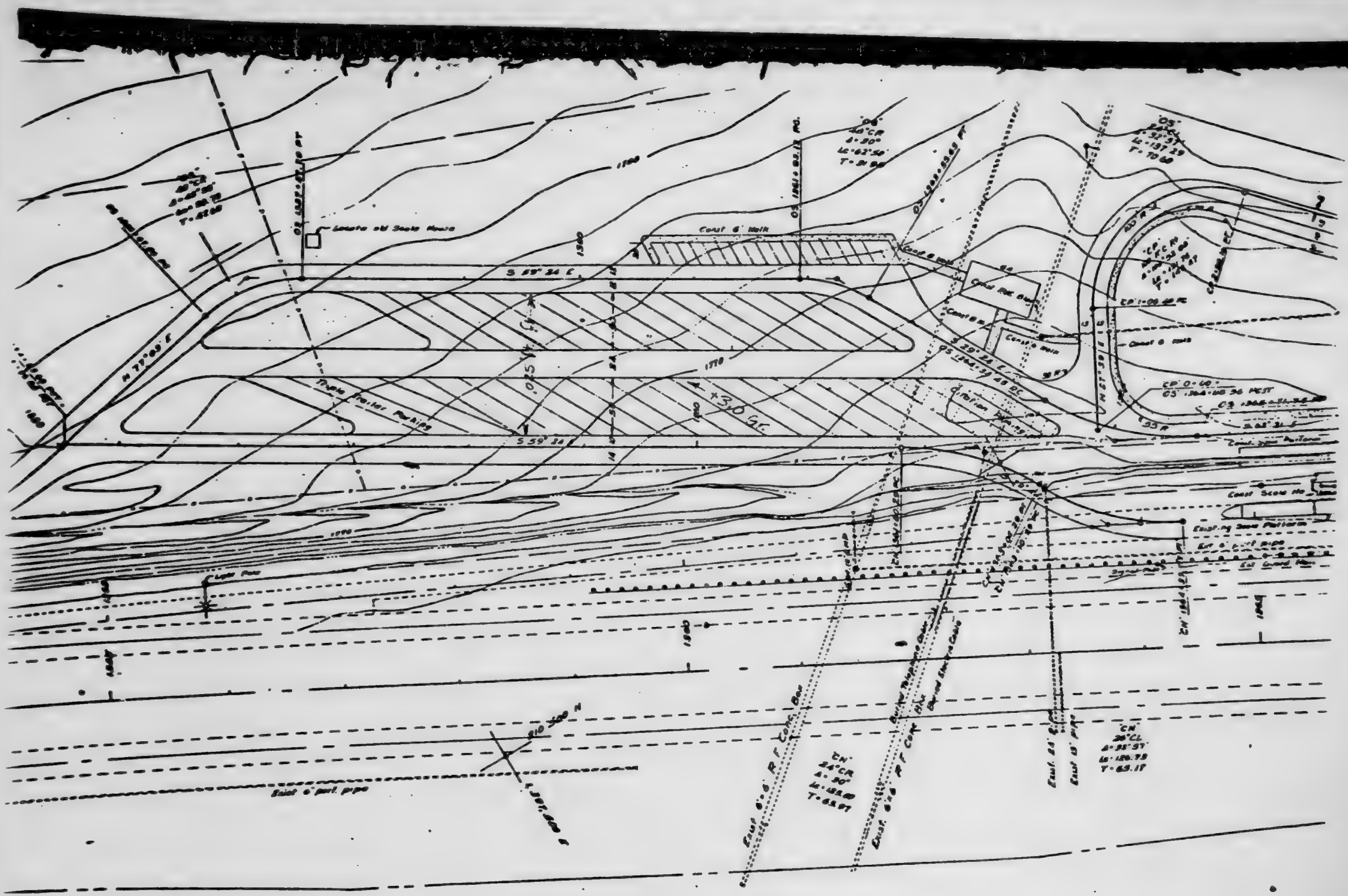


Port of Entry
J. 5
Jackson Co.


Coast & Walk
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Coast Scow No.
Coast Scow Platform
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Coast & Walk

I-5

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Verstteg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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DATE April 15, 1974

TO MEMORANDUM TO THE FILES

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT **Ashland Port of Entry**

In September and October of 1973 sketches and estimates were prepared for possible "Ports of Entry" on I-5 at Ashland and on I-80N near Farewell Bend. On October 18 the Emergency Board requested detailed design of the Ashland site.

Detailed truck counts and classifications at the Ashland site had been taken by PUC in September and from these the peak truck hour and the distribution of plated and unplated vehicles were determined. No data exists on the day to day variation in truck count or the hourly distribution of trucks at other times of the year. The September data is presumed to be typical and was used as the base for design. Data on truck increases for the last three years were obtained for the Neil Creek recorder site and for the Ashland Scale site. These both indicate that truck traffic has increased significantly over this period and would indicate that if this trend continues at the same rate, that a 50% increase in trucks would occur in the next three to four years.

The detailed design was made based on a possible 50% increase in trucks which could be reached in 1976 or 1977. There is adequate room for expansion, however, and there is always the possibility of a decrease in unplated vehicles and/or a decrease in handling time as the facility is in service. This could extend the adequacy of the area laid out.

Analysis of the detailed traffic data and projection of the time required to perform each necessary operation on both the plated and unplated vehicles was done by PUC and the current plan is based on those requirements. This allowed a reduction in parking area of approximately 20% over the original sketch plan, however, the increases in construction prices effectively compensated for savings anticipated by the reduced quantities.

The current plan is a minimum facility for traffic anticipated in the very near future. Expansion possibilities exist and can be readily implemented if or when the need is apparent.

ADO:jh

45

Salem, Oregon

April 5, 1974

J. X. Wilson, Regional Construction Engineer

A. D. Olson, Preliminary Design Engineer

Ashland Port of Entry

As discussed by telephone I am enclosing our latest map of the proposed Port of Entry for your use in putting down a test well.

Assuming that the well will be successful, data should be obtained for running the sewer line along Alternate A. The design details should probably be checked with the DEQ office in Roseburg to verify the acceptability of pipe size, etc, as suggested in Currans letter.

As soon as data is prepared on protection for the siphon lines this will be forwarded through the Utilities Section for discussions with Talent Irrigation District.

A commitment from the City of Ashland for a sewer hookup should be obtained. At this time we cannot estimate when we could expect to be operational. There is always the possibility that the entire thing will blow over; however, we need verification of all the above factors in order that we will be able to proceed assuming Emergency Board approval of our detailed plan and estimate.

I understand Bridge is sending data on the drilling of the test well. If you have any questions on any part of the project please call.

Hold this for now - per P.U.C. - E. Board may not approve going this for on the project.

ADO

2 copy sent to Wilson

ADO

ADO:we
Enclosure

1 Verstieg J
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout 14

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APR - 5 1974
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FORM S-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE April 3, 1974

TO J. X. Wilson, Regional Construction Engineer

Elliott Parker

FROM ELLIOTT PARKER, Regional Geologist

SUBJECT **Ashland Port of Entry**
Well Determination

Vanleeg
A. Olson
Terpin
Scott
Swanson
R. Olson
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A review of logs on existing wells located within Section 32, T. 38 S., R. 1 E. of W.M. is represented by the tabulated data below. The logs were obtained from the State Engineer's Office and verbal information obtained from their Chief Ground Water Geologist, Wm. F. Bartholomew, who indicated that the O.S.H.D. should have no difficulty in obtaining a permit to drill a well to supply the proposed facility. It was suggested that the new well be at least 500' from the nearest existing one and that the distance be about 1000' if it is to be classed as an irrigation well.

Information obtained from the Location Engineer, Earl Purdy, regarding the daily water consumption rate sets the need at approximately 6000 gallons per day. Pro-rated over 24 hours, that figures out at just over four gallons per minute. A 25-30 G.P.M. well should satisfy our needs adequately.

WELL NO.	PRODUCTION GPM	DRAWDOWN Ft./Hrs.	DRILLED DEPTH	CASED DEPTH	DIAMETER BELOW CAS.	TEMP.	WATER BEARING ZONES	STATIC LEVEL
1	3	42/1.5	60'	19'	6"		52'	14'
2	1	168/2.5	255'	19'	6"		195'	29'
3	6	171/1.5	240'	19'	6"		?	69'
4	50	110/2	170'	23'	6"		?	4'
5	66	80/2	193'	35'	6"		?	16'
6	2	165/1	200'	19'	6"		48'-53'	35'
7	8	127/1.5	161'	23'	6"	57	68'-70' & 151'-153'	14'
8	18	180/1.5	221'	?	6"	58	189'-198' 210'	25'
9	12	16/1	50'	26'	6"		26'-27'	16'
10	24	92/1	125'	34'	6"	58	36'-38' 96'-125'	19'
11	15	100/.5	143'	22	6"	59	25'	20'
12	10	103/?	200'	None	6"	65	50'	?
13	10	160/?	160'	25	6"	65	20' 32-60 110-160	?

WELL NO.	PRODUCTION GPM	DRAWDOWN Ft./Hrs.	DRILLED DEPTH	CASED DEPTH	DIAMETER BELOW CAS.	TEMP.	WATER BEARING ZONES	STATIC LEVEL
14	4	48/?	78'	32'	6"	58	30'	?
15	3.5	149/1	164'	34'	6"		48-49	
							156	26'
Redrilled16	24	33/1	168'	?	6"	57	160	31'
17	3	64/?	90	32'	6"	50	47	26'
18	30	45/?	126'	12'	6"		120'	
							126"	15'
	42	57/?						

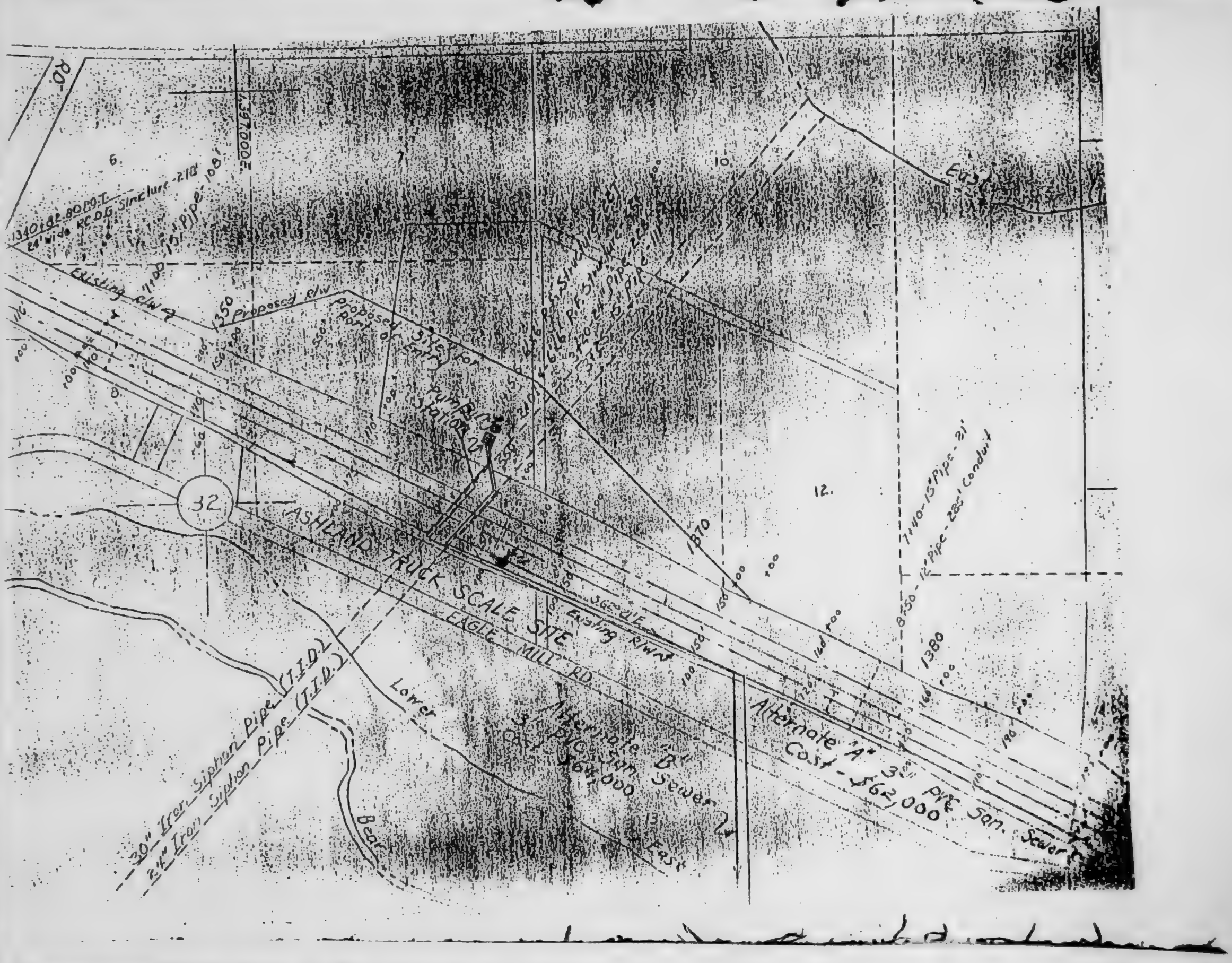
Some of the well sites have been plotted on the attached map. The "Proposed site for Port of Entry" and the site for a proposed well site are also plotted for your convenience. Well #18, #4, and #5 seem to be the best of the known wells in the vicinity. They also seem to be in line. The proposed well site is located on an extension of that line and adjacent to the plotted location of the pump station where power is available. An alternate location for the proposed well could be inside of the existing right of way and southeast of the point at which the 24" Iron Siphon Pipe crosses the freeway. Outlet piping from proposed well site location No. 2 could be placed in the cross culvert so as to get the water to the "Proposed Port of Entry" location. Both of the proposed well sites are a sufficient distance from existing wells so that interference will be negligible or at a minimum if the production is limited to 25-30 G.P.M.

RECOMMENDATION: I suggest that the O.S.H.D. contract to have a well drilled at proposed well site #1. The well should be drilled to a depth of 150'-175' and have a cased diameter of 8" (minimum casing wall thickness of .250"). It is estimated that water bearing zones will be encountered at an approximate depth of 120'-130' but the additional 20' should be drilled for "insurance" and to serve as reservoir space. The installation of the pump, pressure tank, and controls should be less expensive by utilizing power facilities existing for the pump station on the siphon.

Cost of drilling the well should be about $1500. The purchase price of a 5 HP pump, the associated equipment, and the installation should be approximately $2000, making a total initial cost of $3500. Life expectancy of the system should be ten years or better. I, therefore, believe it would pay to put in our own water system. The estimated costs of obtaining city water for a twenty-year period is reported to be approximately $62,000.

EP/cw

cc Victor D. Wolfe
Adrian Olson
Earl Purdy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1340 at 80.0 L
24' wide RCDG Structure - 21'
15" Pipe 108'
Existing R/W
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Proposed R/W
Proposed Road
Proposed 3'-5" Sewer
Ex. 42" Pipe
Ex. 24" Pipe
Ex. Structure
1320
1870
1380
8-30" - 15" Pipes - 21'
1-10" - 15" Pipe - 285' Conduit
32
ASHLAND TRUCK SCALE SITE
EAGLE MILL RD.
Existing R/W
Alternate "B" Sewer
Cost - $64,000
Alternate "A" 36" pipe San. Sewer
Cost - $62,000
30" Iron Siphon Pipe (U.I.D.)
24" Iron Siphon Pipe (U.I.D.)
Lower
Bear
13
East

NOT FILMED

ORIGINAL IN FILE

8035

Form 81.734.5030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: ~~PMT 13-2~~

Salem, Oregon
March 28, 1974

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Preliminary Agreement
PUC and Highway Division
Port of Entry
Ashland Scale Site

TO:

J. B. Boyd
Right of Way Engineer
HIGHWAY BUILDING

NOTED
H. S. COULTER

I have reviewed the agreement form which accompanied your March 28, 1974 letter.

I recommend that paragraph 5 be rewritten as follows:

V.

"After the facilities are completed, DIVISION will provide all of the maintenance for the landscaping and grounds, and P.U.C. will be billed at the actual cost to DIVISION for this service. Billings for the landscape and grounds maintenance service will be on a monthly basis. The DIVISION will not be responsible for building custodial services or building maintenance."

In my opinion, the Highway Division should not serve as an intermediary between P.U.C. and a custodial service company. The P.U.C. should contract for their own janitorial services, so that they will be in a position of dealing directly with the custodial contractor doing the janitorial work.

Agreement discussed w/ Haakenson, Hamilton, Sollis et al on May 15, 1974 HSC

DHM:mp
Attach.

cc: Jack Sollis
Don Haakenson
R. L. Schroeder

RIGHT OF WAY SECTION
RECEIVED
APR 1 1974
RE PS RS
PMS AS CE OS FAO

5/13/74

I-5

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE March 27, 1974

TO Victor D. Wolfe, Location Engineer

ORIGINAL SIGNED BY J.X. WILSON

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT **Ashland Port Of Entry** and Siskiyou Rest Area Expansion

Attached is a report prepared by Earl Purdy which sets forth the results of his investigations into water and sewer service to the subject projects.

We agree on the recommendation to give serious consideration to relocating the Siskiyou S.R.A. to the Port of Entry site because of the extreme cost of servicing the present location.

We further recommend that Alternate "B" be pursued for the Port of Entry site since easements for water service would be required in any event and the costs are very similar to Alternate "A".

Would you please review this submittal and let me know what further field work or other data is needed to proceed with planning.

JXW/cw
Attach.

cc J. H. Versteeg
Earl Purdy

Data in Prelim. Design

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

Copy

REC...

MAR 28 1974

ROAD DESIGN SECTION

Do no...
R...
Br...
Other

8035

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Ashland Port of Entry
Highway: Pacific (FAR 81)
County: Jackson
Prefix: 7933-900

Res. Engr.
Approx. Length 0.54± mile
Sta. 1347± to Sta. 1375±
Date March 15, 1974

Mean Truck A.D.T. 1362
Traffic Coefficient 12.0
18 kip s. a. per day 1433.6

Annual Precipitation 22"±
Frost Penetration - - - -
CBE Total Requirement 40.5"

(1)

Typical Soil

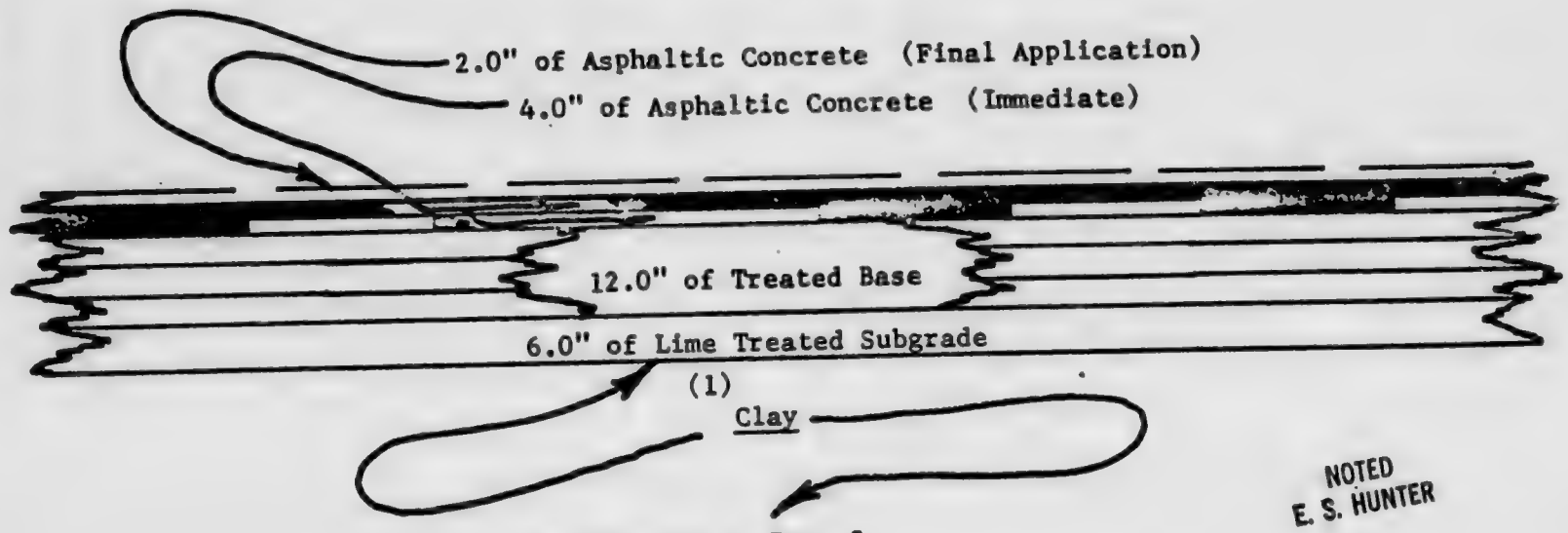
87 LL
46 PI
86 %P 10
74 %P 200
14 % Gravel
3 % C Sand
9 % F Sand
10 % Silt
64 % Clay
5 R Value
A-7-5 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
21.5	12.0	T.B.
6.0	6.0	L.T.S.
39.5	24.0	

STRUCTURAL SECTION



See Remarks on Page 3

NOTED
E. S. HUNTER

Submitted by E. F. Long
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by E. S. Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Ashland Port of Entry

HIGHWAY: Pacific (FAR 81)

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 10.4 and a C.B.E. Requirement of 35.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Ashland Port of Entry

HIGHWAY: Pacific (FAR 81)

COUNTY: Jackson

5000 Present ADT (19 74)

19.5 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	190	1.8	342	266	900	239,400
3	95	1.8	171	133	2000	266,000
4	35	1.8	63	49	2500	122,500
5	650	1.8	1170	910	6360	5,787,600
6	3	1.8	5	4	5140	20,560
				1362	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 6,436,060

TWENTY YEAR EWL 128,721,200

TRAFFIC COEFFICIENT 12.0

SECTION: Ashland Port of Entry

HIGHWAY: Pacific (FAR 81)

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section and does not warrant the use of C.R.P.C.C.

FORM 8-60

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

DATE February 21, 1974

TO J. H. Versteeg, Road Design Engineer
ATTENTION: Adrain D. Olson

FROM Earl C. Purdy, Resident Engineer

SUBJECT Subsurface Sewage disposal at the Ashland Port of Entry and the Siskiyou Rest Area, Pacific Highway, Jackson County.

For your information, I am enclosing copies of the letters which clearly reflect the decision of the County Sanitation Department in regards to the denying of permits on the above mentioned subject and B.C.V.S.A. policy regarding 150 foot minimum connection.

As for the status of the other alternates for sewage disposal and water systems we are waiting for City of Ashland decisions and costs for sewage connection for both Port of Entry and Siskiyou Rest Area and the water service connection for the Port of Entry. The Bear Creek Valley Sanitary Authority sewage service for the Port of Entry has been abondoned due to above mentioned restrictions and economy.

The possibility of a sewage lagoon alternate at Siskiyou Rest Area is being investigated with letters to D.E.Q. for design standards and costs.

A base map showing existing topography is being prepared, about 50% complete.

CC Alfred Shirley, Jr. w/copies of letters

1
2
3
Copy R. Olson
Trout

Copies made for Roy - review & advise
ADH

Bob Hamilton, Permits Maintenance

HUGH E. DIERKER, M.D., M.P.H.
PHYSICIAN & SURGEON
DIRECTOR

1313 MAPLE GROVE DRIVE, MEDFORD, OREGON, 97501

PHONE 779-2330

February 15, 1974

Mr. Earl C. Purdy
State Highway Department
1019 N. Riverside
Medford, Oregon 97501

Dear Mr. Purdy:

Thank you for your interest and efforts in meeting with us to discuss the expansion of the Siskiyou Rest area.

We would like to emphasize our recommendation that a lagoon be used for waste disposal at this facility. This recommendation is based on:

1. review of soil maps for the area indicating heavy clays,
2. failure of existing subsurface systems in that area in the clay soils,
3. The existing drainfield is currently being completely replaced and the site undergoing major modification to accommodate the repair (started fall 1973) and,
4. The planned expansion will be placed over the drainfield (item 3, above).

This office must deny a permit for subsurface sewage disposal in this area.

Please contact the Department of Environmental Quality, 1234 S.W. Morrison, Portland (97205) for design requirements, permits and any other assistance in the development of the lagoon.

Very truly yours,

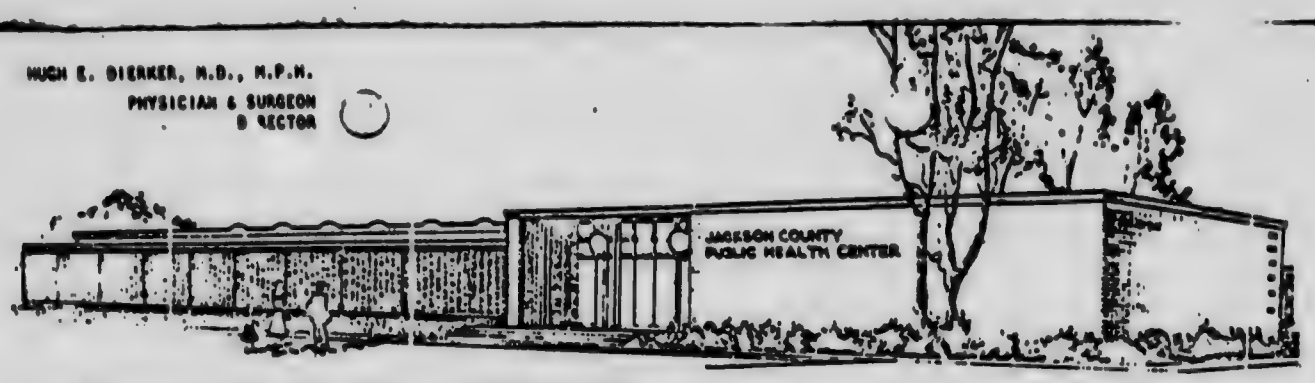
Wilson Ettinger, R.S.

Wilson Ettinger, R.S.
County Sanitarian

WE:ds

cc: Department of Environmental Quality

HUGH E. DIERKER, M.D., M.P.H.
PHYSICIAN & SURGEON
DIRECTOR



1313 MAPLE GROVE DRIVE, MEDFORD, OREGON, 97501

PHONE 779-2330

February 15, 1974

Mr. Earl C. Purdy
State Highway Department
1019 N. Riverside
Medford, Oregon 97501

Dear Mr. Purdy:

Based on our soil maps, personal experience with subject soils and current Department of Environmental Quality regulations, it is inconceivable that a permit for subsurface sewage disposal could be issued for your proposed Port of Entry site at 38 1E 32 near Ashland.

At this time, Department of Environmental Quality regulations do not permit major site modifications, i.e., total replacement of parent material for new construction.

It is our understanding that D. E. Q. may make some provisions for site modifications. Information regarding these provisions, if any, will probably not be available until later this year.

Since sewer service is a possibility for this site, we suggest you explore this connection with the City of Ashland. There are also some sites at the South Ashland interchange that are or could be sewered and may be alternatives to consider.

We will attempt to keep you informed about any change in D.E.Q. regulations that will affect your first choice site, and we will be happy to help you evaluate any site in which you are interested.

Very truly yours,

Wilson Ettinger, R.S.

Wilson Ettinger, R.S.
County Sanitarian

WE:ds

cc: Department of Environmental Quality
City of Ashland

BEAR CREEK VALLEY SANITARY AUTHORITY

PHONE (503) 779-6144 8918 SOUTH PACIFIC HWY. MEDFORD, OREGON 97501

February 20, 1974

Mr. Earl C. Purdy
Resident Engineer, OSHD
1019 N. Riverside Ave., Rm. 9
Medford OR

Re: Ashland Port of Entry on I-5
38 1E 32

Dear Mr. Purdy:

In answer to your question on policy concerning the construction of a private sewer to serve the Port of Entry, it is required that the structure to be connected, be within 150 feet of the public sewer to allow it to connect via a private line.

We appreciate your interest in sewer service; and if we can be of further assistance, please contact us.

Very truly yours,

BEAR CREEK VALLEY SANITARY AUTHORITY

Keith A. Smith
Engineer

KAS:jsm

I-5

OREGON STATE HIGHWAY DIVISION

1019 North Riverside Ave. Medford, Oregon 97501 Phone 779-6373

February 15, 1974

Dept. of Environmental Quality
Diarmuid F. O'Scannlain, Director
1234 S. W. Morrison Street
Portland, Oregon 97205

Re: O.S.H.D. Sewage Disposal at Ashland Port of Entry,
Siskiyou Rest Area

Dear Sirs:

We are presently contemplating the expansion of the Siskiyou Rest Area, 3 miles south of Ashland on Interstate I-5; and we are also gathering preliminary design data for the construction of a Port of Entry at the site of the Ashland Truck Scales, 2 miles north of Ashland along I-5. In both cases Sewage Disposal appears to be somewhat of a problem. We have met with the Jackson County Sanitarian and he has advised us that according to current D.E.Q. regulations it is highly improbable that a permit for a septic tank and sub surface sewage disposal system will be approved due to adverse clayey soil conditions in both of these areas. Other sewage treatment methods are now being investigated, and the County Sanitarian has suggested that a sewage lagoon could be the answer at the rest area and possibly the Port of Entry also. He informs us that your department issues permits for these lagoons and will also design a facility that will effectively handle the sewage volume for a particular area.

As an alternative method to piping sewage from 1 to 4 miles to the City of Ashland's sewer lines, could you please outline what will be required of us to proceed with the construction of a lagoon at both locations and what design standards are involved. Design sewage volume at the Rest Area is 7,300 Gal./Day and 5,950 Gal./Day at the Port of Entry.

Your urgency will be appreciated as our design section is awaiting our recommendations in solving this problem.

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 19 1974
ROAD DESIGN SECTION

Response Reqd
Requires Approval
Receiver Key
Do not File
Return File
Bring Up
Other

Yours very truly,
Earl C. Furdy
Earl C. Furdy
Resident Engineer, O.S.H.D.
1019 N. Riverside Ave., Rm. 19
Medford, Oregon 97501

copy made for Victor Wolfe and Maintenance

CC Alfred Shirley, Regional Engineer

CC: J.H. Versteeg

8-123

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

DATE February 15, 1974

TO J. H. Versteeg, Road Design Engineer
ATTENTION: Adrain Olson

FROM Earl C. Purdy, Resident Engineer

SUBJECT Ashland Port of Entry, Pacific Hwy., Jackson County

As directed by John Shelldrake, Assistant Regional Engineer, I am forwarding to you directly, the field cross section taken in the area of the above subject project.

The elevations used are concurrent with those shown on the "As Constructed Profile" for this section of the Pacific Highway.

As base map showing topography is presently being compiled and will be submitted sometime next week with the field notes.

Please supply us with a copy of these cross sections for additional information as required.

Copy sent 2/20/74 adl.

CC Alfred Shirley, Regional Engineer

1/2 adl.

ROAD DESIGN SECTION

Other

January 14, 1974

MEMO TO THE FILE

SUBJECT: Ashland
Motor Carrier Port of Entry
Estimate of Quantities
Projected ADT

Daily Sewer Requirements

Employees - 30 per day @ 15 Gal. (Max. 11 on day shift)	450 Gal.
Drivers-Assuming 100% Use Facilities	5,500 Gal.
TOTAL	5,950 Gal/Day

Note - It is inconceivable that more than a small percentage of drivers stopping at the weigh station will also use the rest rooms, but those pulling into the parking stalls undoubtably would. If only 50% of the 1,100 use the facilities, the total would be only 3,200 gallons a day.

The hydraulic loading of five gallons per user is from "Rest Area Sewage Disposal and Water Supply" prepared by Robert H. Baumgardner, Hydraulics Branch, FHWA, presented to the 1972 AASHO Roadside Development Session.

Skip Spooner
Landscape Architect

vmt

3 Dwelling Units per attended Layout
4- families by Power people and.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 15 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive Copy ☐
Do not file ☐
Return To
Bring Up
Other

~~~~ = large window space to decrease heat

Office staff of 6 to 7
one architect

sq ft area allowance

ASALAND PORT OF E

Parking

4/6 FU
APPROX 3. D.U.

Lunch & Lounge
250 sq'

Counter with sink

21-FU
WOMEN
2-Toilets (12)
2 wc. Basins (4)
1-Floor Drain (4)
1-Fountain (1)

25 FU
MEN
1-Toilet (6)
2 URINALS (10)
2. wc BASINS (4)
1-Floor DRAIN (4)
1 Fountain (1)

WAITING
300 sq'

Table

COUNTER

office
250 sq'
Two man office

office
200 sq'
Supervisor office

open
office
area
875 sq'

NO Parking
~~~~

Salem, Oregon

January 8, 1974

Roy Olson, Landscape Engineer

A. D. Olson, Preliminary Design Engineer

Here is the revised plan for Motor Carrier Port of Entry at the [redacted] truck scale site and a copy of the December 18, 1973 Memo To The File regarding same. Will you please provide us with design data for sewage disposal per paragraph six of that memo.

It is unlikely that a septic installation would be approved for this area. A copy of the letter from the Chief Sanitarian of Jackson County dated December 13, 1973 regarding this is also enclosed.

A projected peak hour volume of 90 trucks through this facility is assumed. The projected ADT is 1,100 trucks.

A maximum staff of 11 employees on day shift is anticipated.

If you have any questions please call me.

ADO:we
Enclosures: 2 prints Plan
1 copy Memo of December 18, 1973
1 copy Jackson County letter

1 Verstoeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN - 8 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

I-5

Salem, Oregon

Verstoeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN - 4 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

January 3, 1974

Alfred J. Shirley, Jr., Region III Engineer

A. D. Olson, Preliminary Design Engineer

Here is data on the proposed Motor Carrier Port of Entry at the Ashland truck scale site. Will you please proceed with the work outlined in paragraphs three and six of the Memo to the Files dated December 18, 1973, a copy of which is enclosed.

Cross-sections of the entire site will be needed. We will need good ties and detailed profiles of siphons since it will probably be necessary to design protection for the siphon under the P.O.E. site similar to the existing protection under the freeway and scale site. Also, ties to existing scale pit will be needed.

Preliminary investigation of utility services to the site was made by M. G. Havig, Regional Utility Engineer. Two alternates were outlined in letter of September 28, 1973 from Havig to R. P. Hamilton. These alternates should be investigated in detail and a recommendation made. The possibility of using a well and septic tank on the site were to be looked into with state and local officials along with the review of the Siskiyou Rest Area problem, but the attached letter from the local Sanitarium may rule out that consideration.

Among enclosures is a print of preliminary cross-sections with typical section at Station 1361+00 colored in. The island around the office building is the only one to be curbed, all others painted. Open ditch around the paved area and along return roadway is proposed. Comments on drainage, snow removal, etc. are invited along with anything else that may come into mind.

ADO:we
Enclosures -- 2 prints of the Plan
1 set - Plans of existing scale site
1 print - Cross-sections 1361-1366
1 copy - Memo of December 18, 1973
1 copy - Results of Truck Check, November 8, 1973
1 print - Recon. mapping, 1"=200'
1 copy - December 13 letter Dierlex, Sanitarium to Cave, PUC

MEMORANDUM TO THE FILE
December 18, 1973

The Emergency Board at its October 18 meeting authorized $107,600 from PUC funds for design, engineering and R/W purchase for the Ashland Port of Entry. The Highway Division prefix for this project is 7933-900.

Preliminary Design Unit will do general design of site. Detailed designs of buildings, scale pit, etc., to be provided by others and incorporated into project by Preliminary Design.

Cross sections and ties to the irrigation siphons will be needed from the field. Profiles should be run on the siphons and flow line elevations of culverts will be needed.

A description of necessary R/W has been prepared by the R/W Descriptions Unit. R/W will be purchased through usual procedure.

Tentative surfacing design for paved area was provided by Soils Section. Testing may be necessary to confirm or revise this design.

Utilities service to site should be investigated by Region office. Electricity and telephone probably no problem. Cost and feasibility comparison of sewer service versus septic tank will be necessary. Also city water versus well and pump installation. Septic tank and drain field design should come from Landscape Design basis of 1,100 trucks per day projected.

Design details for scale pit and scale house to be provided by Permit Section. PUC will have to provide space requirements for their employee in scale house.

Design requirements for main building to come from PUC. Building to be designed by Bridge Section architects. Possibility of modular building to be investigated.

Signing and lighting to be designed and estimated by appropriate sections of Highway Division. Conduits will be needed between main building and scale house for communication lines, etc. A system of loudspeakers or lighted signs will be necessary at scale house to direct drivers to citation area, office or to return to freeway. PUC and Weighmasters to provide design requirements.

ADO:jh

RESULTS - TRUCK CHECK - ASHLAND

NOVEMBER 8, 1973

On November 8, 1973, a truck check and weighing was conducted through the joint efforts of Highway Division, State Police and PUC personnel, near Ashland at the site of the highway scale on I-5, and at the weighscale on Highway 99 between Ashland and Medford. Concurrently with those two checks, a vehicle count of all northbound trucks was made at Worden, south of Klamath Falls.

These checks produced data which will be helpful in making appropriate plans for port-of-entry operations.

ITEMS OF INTEREST

The attached supplemental sheets show the detail concerning numbers of trucks checked, divided by truck classifications and time categories. Also attached are the PUC staffing and space requirements which were developed as a result of the experience gained from the November 8th check.

A combined total of 740 trucks was the volume handled during the truck check in the Ashland area.

The record shows that 13-1/2% of the vehicles handled were non-plated.

A large number of trucks were in the leased category.

Many trucks exceeded the PUC weight declarations, as well as the state limitations. A very high percentage of the trucks using the old Highway 99 scales during the check were overweight in comparison to the trucks using the I-5 scales.

The check was performed in a highly satisfactory manner, with good cooperation between the various agencies. The vehicles were handled at the check point efficiently and further necessary processing was promptly provided. Much data was gained which will go immediately into current audit and investigation files.

Almost all trucks moving northbound at the points of check were processed. There were, however, a relatively small number which did bypass the check points.

Very few log trucks moved through the check point during November 8-9th. Ordinarily, log truck traffic in this area is substantial. Had the log truck movement been normal through the check points, the total number of processed trucks would have been higher.

In the supplemental sheets, particularly the large spread sheet, it will be noted that we have combined the traffic moving through the two check stations -- the scale on I-5 and the scale on Highway 99. It will also be noted that the supplemental sheets showing staffing and space requirements are predicated on the average volume of traffic which was derived from the three 24-hour counts we have now completed. Prior 24-hour traffic counts were made on September 17th and again on September 18, 1973. It is felt that an average of the three counts is more indicative of the volume which can be expected at the I-5 location than the single November 8-9th check.

From the individual check sheets, it appears that numerous vehicles were deficient from a safety standpoint and many vehicle operators possessed deficient driver's hours of service records. These items will be totaled for review at a later date.

PARKING SPACE REQUIREMENTS

	Current November '73	Projected 1979
Peak Hour Traffic (1)	64	96
PLATED		
Percentage of peak movement (2)	84%	84%
Number plated during peak hours	54	81
Percentage requiring additional processing	8%	8%
Number of vehicles requiring additional processing	4.3	6.5
Time to process each	20 min	20 min
Time to process all plated trucks	86 min	130 min
Number of parking spaces	2	3
Allowance for driver relaxation and safety checks (Number of parking spaces)	9	14
TOTAL SPACES	11	17
UNPLATED		
Percentage of peak movement (2)	16%	16%
Number unplated during peak hours	10	15
Time to process each	20 min	20 min
Time to process all unplated trucks	200 min	300 min
Number of parking spaces	4	5
Allowance for driver relaxation and safety checks (Number of parking spaces)	4	5
TOTAL SPACES	8	10
OVERWEIGHT CITATIONS	4	6
TOTAL (3)	23	33

(1) - Computed by averaging the peak hour truck totals recorded during six traffic checks performed at the Ashland scale.

(2) - Weighted average percentage of three 24-hour traffic checks at Ashland.

(3) - 12 additional parking spaces will be required for automobiles belonging to employees, State Patrol, the public, etc.

PARKING SPACE REQUIREMENTS

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Percentage of peak movement (2)	84%	84%
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(3) - 12 additional parking spaces will be required for automobiles belonging to employees, State Patrol, the public, etc.

PUC STAFFING REQUIREMENTS AT ASHLAND PORT OF ENTRY

	8 am - 4 pm				4pm - 12am				12 am - 8 am		
	9/17/73	9/18/73	11/8/73	Average	9/17/73	9/18/73	11/8/73	Average	9/17/73	9/18/73	11/8/
Total Plated Trucks	244	346	283	291	197	265	211	224	136	135	146
Average per hour				36				28			
Average minutes to process each				3				3			
No. of minutes required per hour				108				84			
Personnel required				1.80				1.40			
Trucks Requiring Temp. Pass (1)	26	31	27	28	15	24	14	18	25	25	11
Average Per hour				4				2			
Average minutes to process each				10				10			
No. of minutes required per hour				40				20			
Personnel required				.67				.33			
Trucks Possessing Temp. Pass (1)	23	28	14	22	14	22	20	19	22	23	14
Average per hour				3				2			
Average minutes to process each				7				7			
No. of minutes required per hour				21				14			
Personnel required				.35				.23			
Trucks Requiring Cont. Trip Permit			9	9			5	5			4
Average per hour				1				1			
Average minutes to process each				10				10			
No. of minutes required per hour				10				10			
Personnel required				.17				.17			
Trucks Requiring Overwt/Overdim. Permits			9	9			4	4			1
Average per hour				1				1			
Average minutes to process each				10				10			
No. of minutes required per hour				10				10			
Personnel required				.17				.17			
Personnel Adjustment (2) (3)				3.2				2.3			
				.6							
Total Personnel with Relief (4)				3.8				2.3			

(1) - Distribution of non-plated heavy vehicle totals recorded in the previous traffic counts on September 17 and September 18 were divid those having no authority and temporary pass authority on the basis of the results of the November 8 traffic check at the I-5 scale
(2) - Personnel required to handle PUC plate applications, void passes, and other fees and reports.
(3) - Port of Entry supervisor included in personnel complement.
(4) - Relief factor is 1.6 to cover weekends, vacation, sick time, etc.

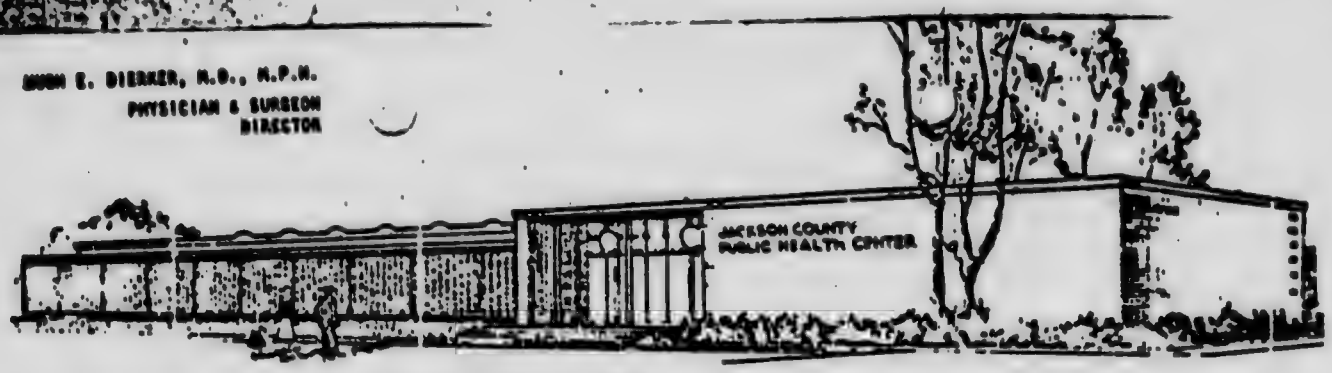
[redacted]

PUC STAFFING REQUIREMENTS AT ASHLAND PORT OF ENTRY

	8 am - 4 pm				4pm - 12am				12 am - 8 am				Daily Total
	9/17/73	9/18/73	11/8/73	Average	9/17/73	9/18/73	11/8/73	Average	9/17/73	9/18/73	11/8/73	Average	
	244	346	283	291	197	265	211	224	136	135	146	139	654
process each				36				28				17	
ired per hour				3				3				3	
				108				84				51	
				1.80				1.40				.85	
. Pass (1)	26	31	27	28	15	24	14	18	25	25	11	20	66
process each				4				2				3	
red per hour				10				10				10	
				40				20				30	
				.67				.33				.50	
. Pass (1)	23	28	14	22	14	22	20	19	22	23	14	20	61
rocess each				3				2				3	
red per hour				7				7				7	
				21				14				21	
				.35				.23				.35	
Trip Permit	9			9	5			5	4			4	18
rocess each				1				1				1	
red per hour				10				10				10	
				10				10				10	
				.17				.17				.17	
:/Overdim. Permits	9			9	4			4	1			1	18
ocess each				1				1				0	
ed per hour				10				10					
				10				10					
				.17				.17					
				3.2				2.3				1.9	7.4
				.6									.6
4)				3.8				2.3				1.9	8.0
													12.8

on-plated heavy vehicle totals recorded in the previous traffic counts on September 17 and September 18 were divided between
uthority and temporary pass authority on the basis of the results of the November 8 traffic check at the I-5 scale.
d to handle PUC plate applications, void passes, and other fees and reports.
ervisor included in personnel complement.
1.6 to cover weekends, vacation, sick time, etc.

JOHN E. DIERKER, M.D., M.P.H.
PHYSICIAN & SURGEON
DIRECTOR



1313 MAPLE GROVE DRIVE, MEDFORD, OREGON, 97501

PHONE 779-2330

December 13, 1973

Mr. Hardy Cave, Chief
Permits and Accounts Division
Public Utilities Commission
200 Public Service Building
Salem, Oregon 97310

Dear Sir:

A recent local newspaper item indicated that a truck stop facility is being contemplated on I 5 in the Ashland area.

We wish to advise you of the heavy clay soil conditions in that area which do not handle septic effluent. Applications for permits for septic installations in these soils are being refused. It is highly improbable that acceptable soils can be found along the freeway between the California line and Medford.

The City of Ashland has sewer serving the South Ashland interchange area. At the Talent and Phoenix interchanges, there is also the possibility of sewer service from the Bear Creek Valley Sanitary Authority.

Hope this information will be of help.

Very truly yours,

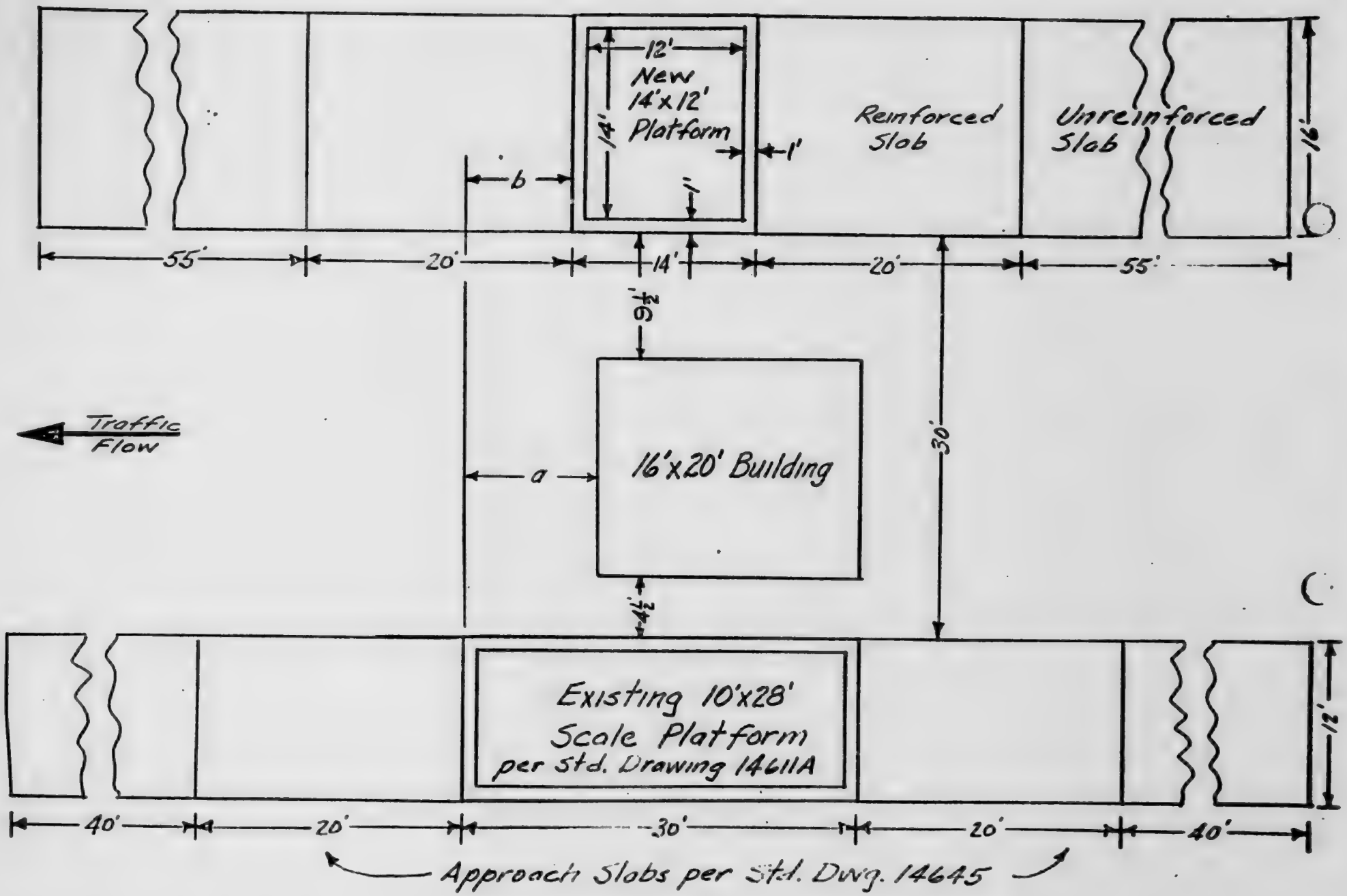
William R. Dieriex

William R. Dieriex, R.S.
Chief Sanitarian

WRD:ds

cc: State Highway Engineer
BCVSA
City of Ashland

ASHLAND PORT OF ENTRY



8035

file

December 24, 197

Mr. Don Armstrong, Administrator
Administrative Services
Public Utility Commission 6633
Public Service Building
Salem, Oregon 97310

5K
12-14-73

Dear Mr. Armstrong:

As requested in your letter of November 20, attached are three copies of an agreement for the Highway Division to make a preliminary engineering study and acquire the necessary right-of-way for a planned Port of Entry PUC Station at Ashland.

MISC. CONTRACTS AND AGREEMENTS No. 782

We assume you will secure the approval of the Department of General Services. When the agreement has been fully executed, please return a copy to this office.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.

cc V. E. Skoog
J. B. Boyd

8035

December 12, 1973

To Oregon Transportation Commission

From F. B. Klaboe, Administrator and
State Highway Engineer

Subject Agreement - P. U. C.
Port of Entry - Ashland

At the Emergency Board meeting on October 19, the Public Utility Commissioner was authorized to expend not more than $107,600 for preliminary engineering and right-of-way acquisition for a planned Port of Entry P.U.C. station at Ashland, Oregon.

It is the apparent desire of the Emergency Board to proceed with this one station as a pilot installation to see whether or not the benefits derived from such an installation would be worth the cost. Since then, the P. U. C. has requested the State Highway Division to make the preliminary engineering study and acquire the necessary right-of-way as their agent.

An agreement covering this matter will be presented to you at the Commission meeting on December 19. Your approval is recommended and authorization for me to sign the agreement on your behalf is requested.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
V. E. Skoog
Gary Sund
R. Whipps

FBKL ms

8135

FORM S-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 9, 1973

TO MEMORANDUM TO THE FILES

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT PUC Port of Entry
Ashland and Ontario

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 9 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

In cooperation with Hardy Cave, PUC, we have made preliminary layouts for "Port of Entry" installations at Ashland, Ontario and near Farewell Bend (approximately 20 miles west of Ontario on I-80N).

The data required for design purposes is the number of vehicles which can be expected on an hourly basis and the time required to process the various vehicles. A review was made of the material available in our files and additional field data was acquired by PUC in order to determine the percentage of unplated vehicles at the two areas and also to verify previous information on hourly fluctuations of traffic. I find that there is no way that we can determine how truck counts vary from day to day throughout the year. Our information is limited to 24 hour classification counts every three years at our permanent recorders and 24 hour classification counts yearly at selected scale sites. The counts are somewhat variable and the number of samples are small; however, there are so many variables in processing time for the various operations that refinement in traffic data would not appear necessary.

Designs were prepared for expansion of the existing northbound scale site at Ashland, a proposed new site near Farewell Bend on I-80N west of Ontario and at the existing office at Ontario. Preliminary estimates for these sites, including double scales, scale house, 2,000 square foot office building, (except at Ontario) and paved parking and travel areas are $1,020,000 for Ashland, $925,000 for Farewell Bend and $475,000 for Ontario. These are considerably higher than originally expected primarily due to cost of surfacing and the cost to provide for water and sewer. There is no readily apparent way to reduce the costs.

ADO:jh

8036 Foothill Dr. Sec. of FAS 1974
23-108 E. of Vale.
(Grading,culvert & structure)

for 23-108
Malheur Co

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 960
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

July 6, 1976

Re: Final Costs
Willow Creek (Foothill Drive) Bridge
FAS 23-108
Contract No. 8036

RS-23-108(2)

Hon. Ray Hirai
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

Attached is an itemized statement of the final costs concerning the above described project.

You will receive a refund check in the amount of $1,872.91 from our Finance Section in the near future. This refund is made under the terms of the Construction Finance Agreement.

Do not hesitate to call if you have any questions.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment

cc: C. D. Hiatt w/attachment
George Hopkins

PROJECT MANAGEMENT
JUL -7 '76
REFERRED

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
ENGR. CONST. CE AE OE
OPE OE OE OPE

Form 81-784-3188

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 24, 1976

County Malheur Contract No. 8036 Date Completed 7/3/75

FAS 23-108 Section Willow Creek (Foothill Dr.) Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor	$70,562.28
Credit for Materials	(980.10)
Engineering	8,896.61
Total	$78,478.79

Federal Funds Collected $61,223.22

Per Agreement the share of construction costs are as follows:

1/2($78,478.79 - $61,223.22) = $8,627.79

County's Advance Deposit	$10,500.00
County's Share of Construction Costs	8,627.79
To be Refunded to County	$ 1,872.91

Reference: Billing Form cc-1587

8036

K

April 15, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 21, 1975, we wrote to you concerning release of final payment on Contract No. 8036 awarded to Douglas S. Coats Construction for work on Foothill Drive Section of FAS 23-108 in Malheur County.

Final payment on this contract is $3525.59 and the total contract amount is $70,311.75. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

llg

cc: Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn.: Dick Lacek
W. E. Schwartz

CON-5-8036

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8036, Work Completed February 3, 1975

Project Foothill Drive

Highway FAS 23-108, County Malheur

Type of Work Grading, Culvert and Structure

Contractor Douglas S. Coats Construction

Recommended Acceptance Date March 17, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

BMW.wm

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3/20/75

8C-6

FORM 6.1 .060 10-01

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Foothill Drive		WEEK ENDING: March 1, 1975
		SECTION PREFIX: 523-1032
HIGHWAY: F.A.S. 23-108		COUNTY: Malheur
NAME OF JOB: Foothill Drive	KIND OF WORK: Grading, Culvert and Structure	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 8036	FEDERAL AID PROJECT NUMBER: F.S. 23-108(2)
DATE OF CONTRACT: July 16, 1974	DATE WORK STARTED: August 28, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150 CWD	CALENDAR DAYS USED: 113 CWD
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75
PROJECT AUTHORIZATION: $82,988.46		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $75,740.56	ENGINEERING AUTHORIZATION: $7,247.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $69,532	Cost This Week: 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
	ENGINEERING COST TO DATE: $7,133	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 98 %	DATE PROJECT WAS COMPLETED: February 3, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15578A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Pt. Cloudy	0		
MONDAY 24	Pt. Cloudy	0		
TUESDAY 25	Pt. Cloudy.	0		
WEDNESDAY 26	Overcast A.M. Snow P.M.	0		
THURSDAY 27	Overcast A.M. Rain P.M.	0		
FRIDAY 28	Rain Showers	0		
SATURDAY 1		0		

Kelsey Scufield Bund Glenn Almond Berg Johnson Walker

RECEIVED
MAR 3 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	No activity.
MONDAY 24	No activity.
TUESDAY 25	No activity.
WEDNESDAY 26	No activity.
THURSDAY 27	No activity.
FRIDAY 28	No activity.
SATURDAY 1	No activity.

REMARKS

Semi-final estimate data submitted to Region Office on Thursday, February 27. This is the final Weekly Report.

SIGNED C. D. Hiatt LOCATION Ontario

C. D. Hiatt, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

BP-7816

8C-6

STATE COPY

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R3009
8-44		STATE Oregon
PROJECT REPORT NO. 3	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-8-74	COUNTY Malheur
		PROJECT NO. RS-23-108(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.6 mi. N.E. US 26 (MP 0.6 Willow Cr.) & 2.2 mi. N.E. US 26 (MP 2.2 Hope Drain Ditch)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-3-74	0.028
OTHER (Specify)		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 82,988	$ 64,854

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. J. Schneider
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green W. L. Smith (Division Engineer)

Date executed by Division Engineer August 8, 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will be formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

"Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable."

Oregon State Highway Division

Federal-aid Project
No. RS-23-108(2)

FOOTHILL DRIVE SECTION

FAS 23-108 IN MALHEUR COUNTY

Salem, Oregon, July 30, 1974

Project Agreement Estimate

Type Code 0010
Roadway (Sta. 12+50 to Sta. 12+79)(Sta. 13+21 to Sta. 13+50)(Sta. 19+50 to Sta. 20+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Temporary Signs	200 sq.ft.	7.00	1,400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	100 lin.ft.	6.00	600.00
Flagmen	44 hours	11.00	484.00
Embankment Foundation Excavation	140 cu.yds.	5.00	700.00
Borrow Excavation	230 cu.yds.	3.50	805.00
General Excavation	400 cu.yds.	3.50	1,400.00
12'-10'x8'4" Structural Plate Pipe Arch	90 lin.ft.	149.00	13,410.00
Granular Backfill Material	90 cu.yds.	10.00	900.00
Guard Rail, Type 2A	500 lin.ft.	10.00	5,000.00
Rail End Piece, Type B	8 only	60.00	480.00
Placing Loose Riprap, Class 100	200 cu.yds.	3.00	600.00
Filter Blanket	45 cu.yds.	10.00	450.00
			$ 27,729.00
Additional Items			
Temporary Erosion Control	All Required		$ 100.00
			$ 100.00
	Subtotal		$ 27,829.00
	Engineering		4,035.00
	Total		$ 31,864.00

Type Code X080
Bridge No. 15578A (Sta. 12+79 to Sta. 13+21)

Bridge Removal Work	All Required		$ 8,000.00
Structural Excavation	70 cu.yds.	6.00	420.00
Furnish HP 10x42 Steel Piling	500 lin.ft.	11.00	5,500.00
Drive Steel Piles	10 only	280.00	2,800.00
Splice Steel Piles	2 only	60.00	120.00

Class A Concrete (70 cu.yds.)	All Required		$ 9,450.00
8'x40'/45' Double Tee Prestressed Beams	4 only	2,500.00	10,000.00
Reinforcement (10,900 lbs.)	All Required		4,360.00
Metal Rail	100 lin.ft.	40.00	4,000.00
	Subtotal		$ 44,650.00
	Engineering		6,474.00
	Total		$ 51,124.00

Length of Roadway - - - 0.020 miles
Length of Structure - - 0.008 miles
Total 0.028 miles

Cost of Roadway Per Miles - - - $1,593,200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$31,864.00	$24,901.00	$3,481.00	$3,481.00
Structure	51,124.00	39,953.00	5,585.50	5,585.50
Total	$82,988.00	$64,854.00	$9,066.50	$9,066.50

Group 1 - 100%

Contract No. 8036

Prefix 523-1032

Malheur County Court
Courthouse
Vale, Oregon 97918

July 19, 1974

Attention Hon. Roy Hirai
County Judge

Re: Foothill Drive Structures
FAS 23-108
Malheur County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $10,500.00 for this project.

Also enclosed is a copy of the plans and contract (#8036) for this project for your use and reference.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

8036

July 16, 1974

Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on July 3, 1974, accepted your proposal for work on the Foothill Drive Section of FAS 23-108 in Malheur County in the amount of $72,379 and referred it to the Administrator of Highways with authority to award the contract as soon as Malheur County approves the project and deposits $10,500.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8036.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 27, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

je
Enclosures

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
Don Trout
W. E. Schwartz
C. D. Hiatt
William Gaibel (SAIF)

Malheur County Court
Courthouse
Vale, Oregon 97918

June 28, 1974

Attention Hon. Roy Hirai
County Judge

Gentlemen:

On June 27, 1974, a satisfactory bid was received from the Douglas S. Coats Construction Company, Bend 97701, for the Foothill Drive Section on FAS 23-108. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	
Erosion Control	$72,379.00
4½% Contingencies	100.00
10% Engineering	3,261.56
	7,247.90
Estimated Total Cost	$82,988.46

County Advance Deposit:

12½% of $82,988,46 = $10,373.46, or say $10,500.00.

Please make this advance deposit in the amount of $10,500.00 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County & City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

Form S 2436 (REV. 8-73) OREGON STATE HIGHWAY DIVISION Job Number 01

Summary of Bids Received and Construction Authorization

Project FOOTHILL DRIVE SECTION
Highway FAS 83-108
County MALHEUR

F.A. Project No. FS (00001)
Engineer's Estimate 79,000.00
Date Bids Received 04/27/74

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	DOUGLAS S COATS CONSTRUCTION BEND 97701	72,379.00
02	ROSS BROS CONSTRUCTION INC SALEM	77,173.00

Advance Deposit
$82,968.44 x 12.5% = 10 373.56 = $10,500

CONSTRUCTION AUTHORIZATION

Contract amount	$	72,379.00
Additional anticipated items: TEMPORARY EROSION CONTROL		100.00
Subtotal	$	72,479.00
4-1/2% Contingencies and engineering		3,261.56
		7,247.90
10% Subtotal	$	82,988.46
Credit for maintenance rock		.02
Net construction authorization	$	82,988.44

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Federal Engineer, FHWA

Form E 2436 (REV. 8-73) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 01

Summary of Bids Received and Construction Authorization

Project FOOTHILL DRIVE SECTION — F.A. Project No. FS (00301)

Highway FAS 23-108 — Engineer's Estimate 74,000.00

County MALHEUR — Date Bids Received 09/27/74

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	DOUGLAS & COATS CONSTRUCTION BEND 97701	72,379.00
02	ROSS BROS CONSTRUCTION INC SALEM	77,175.00

CONSTRUCTION AUTHORIZATION

Contract amount	$	72,379.00
Additional anticipated items: TEMPORARY EROSION CONTROL		100.00
Subtotal	$	72,479.00
4-1/2%		3,261.56
Contingencies and engineering		
10%		7,247.90
Subtotal	$	82,988.46
Credit for maintenance work		.00
Net construction authorization	$	82,988.46

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, R.E.

OREGON STATE HIGHWAY DIVISION

LETTER OFFICE CORRESPONDENCE

Salem, Oregon

May 16, 1974

FILE:

FROM: J. E. Backstrand
Supervising Design Engineer

TO: Mr. W. E. Schwartz
Regional Engineer

SUBJECT:
Willow Cr. (Foothill Dr.) Br.
Foothill Drive Section
Bridge 15578A, Malheur County

Enclosed are two prints each of drawing 29533 with options which are the advance detail drawings for the subject structure.

The Foothill Drive Section is to be resubmitted for bidding (bridge redesigned with a number of options). Bids received April 25, 1974 for this section in Malheur County were rejected.

It is planned to call for bids on this section on June 20, 1974.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon. You may prefer to have Region personnel discuss the comments with the appropriate people in the Bridge Section office in Salem. If so, please advise us soon and a meeting will be arranged.

GLH:dh
Enclosures

cc H. A. Schell /w/ 2 + 2 copies of design data sheet

Al Harwood /w/ 1
C. G. Swenson /w/ 1 + estimate sheet (unchecked) and designers notes
J. L. Davis /w/ 1
H. S. Cox /w/ 3 - for use in obtaining County approval.

RECEIVED
COUNTY & CITY SECTION
MAY 17 1974
Liaison. Coord. CE I.E. UE
UPE CE RE PPE

9032

FAS 23-108

FORM 848

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE May 10, 1974

TO Frank Terpin
Final Design Engineer

SALEM

FROM R. C. Lang
Regional Office Engineer

SUBJECT Land Use Zoning
M.P. 264.92 to 270

In response to your telephone request of May 8, 1972, I have contacted the Union County Planning Commission concerning possible future development in the above described area.

Mr. Karl Stone, Administrator of the Planning Commission, states that the present class of land use is limited to agricultural. Also, there are no provisions for any commercial development in the vicinity of the Foothill Road Interchange.

At the present time a developer does have a request for a commercial development on the La Grande Gun Club property, which in no way would affect our proposed sanitary line.

RCL:je

REFERRED TO

Cole	Reed		
Prisen	Sample		
Hager	Wesen		
Return		Forward	
Blanes		File	

BY FINAL DESIGN ENGINEER

8036

FORM S-60

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 29, 1974

TO Memorandum to the File

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Foothill Drive Section
Oregon Project No. RS-23-108(2)

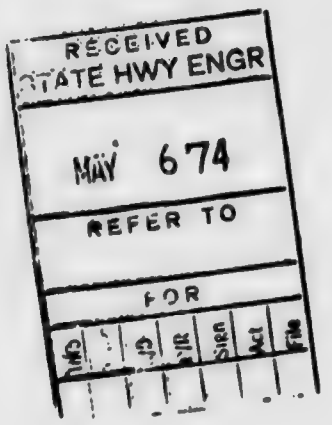
On April 25, 1974, Ross Bros. Construction, Inc. of Salem submitted the low bid of $76,094.80 which is $15,068.80 or 24.6% above the Engineer's estimate of $61,026.00.

It has been decided that it is in the public interest to reject the bid at this time. We plan to readvertise the project with a redesigned substructure with concrete piling allowing the contractors to submit more reasonable bids.

Malheur County has been contacted and they are in agreement with this decision.

DAR:pr

cc: G. L. Green, FHWA
F. B. Klaboe
E. S. Hunter
C. G. Swenson
W. J. Hart
H. S. Cox
R. N. Chase
Malheur County



8036

April 11, 1974

Malheur County Court
Courthouse
Vale, OR 97918

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 47933

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Willow Creek (Foothill Drive) Bridge and the Hope Drain Ditch (Foothill Drive) Culvert on FAS 23-108.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (conf. agree. att.)

FAS 23-108
-Malheur

April 4, 1974
(date)

RECEIVED
APR 8 1974
MALHEUR COUNTY

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Hon. Roy Hirai
County Judge

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 23-108

Section Foothill Drive: Grading, Culvert, Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
APR 11 1974
ENGR. ☑ COOR. ☑ OE ☑ RE ☑ UE
UPE ☑ CE ☑ RE ☑ RPE ☐

4-10-1974
(date)

By Kay Haran

By E W Mass
Commissioner

By A. E. Hall
Commissioner

cc: Duane Ridings,
Proj Management Section

TRANSACTION NUMBER 4-7 AND 4-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-3-74

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

BY (Signature): L. W. RULIEN'S LETTER OF 3-28-74

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 15 THRU 16

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
15	RS-550(1)	0.009	85,000	66,400	McKAY CREEK BRIDGE SECTION CROOK COUNTY-STATE OF OREGON	ONE STRUCTURE
16	RS-23-108(2)	0.028	70,000	54,700	FOOTHILL DRIVE SECTION MALHEUR COUNTY-STATE OF OREGON	GRADE, DRAIN ONE STRUCTURE.

4-4-74

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED E. S. HUNTER

REMARKS (Stating)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUN DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

4-5-74
original to L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-3-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FPR-60 (Rev. 8-72)

GPO 913-899

Copy to: John Oaks 23.108
L. W Rulien
C. R Swanson
W. E Schwartz

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

3-28-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 23-108

Project Name Willow Creek (Foothill Drive) Bridge
Hope Drain Ditch (Foothill Drive) Culvert

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon,

this 28 day of March, 1974

RECEIVED
COUNTY & CITY SECTION
MAR 29 1974
☑ ENGR. ☐ GEOR. ☐ ☐ RE ☑ UE
☐ RPE ☑ CE ☐ RE ☐ RPE ☐

Malheur County

Ray Darin
Judge

E W Mason
Commissioner

Commissioner

7/31/73

WARMSPRINGS IRRIGATION DISTRICT

BOX 849
VALE, OREGON

March 11, 1974

Malheur County Court
Malheur County Court House
Vale, Oregon 97918

Dear Sirs:

The Board of Directors has examined the proposed plans set forth in FAS 23-108 which specifies replacing the Foothill Drive bridge crossing the Hope Drain with twelve foot four inch by eight foot four inch elliptical multiplate culvert. The crossing is located approximately 4,190 feet south of the Northeast corner of Section 16, Township 18S., Range 45 EWM. The Warmsprings Irrigation District has no objection to such a project, as presently specified, being constructed within the right-of-way of the Hope Drain at the point specified.

Blaine Gerwin
Chairman, Warmsprings Irrigation District

Edwin A Reilly
Secretary, Warmsprings Irrigation District

Richard L. Erwin
Manager, Warmsprings Irrigation District

RECEIVED
COUNTY & CITY SECTION
MAR 29 1974
☐ ENGR. ☐ FLOOR. ☐ GE ☒ AE ☑ ME
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

March 28, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Projects RS-550(1) & RS-23-108(2)

We are submitting program data for two rural secondary projects, Item No. 15, Project No. RS-550(1), "McKay Creek Bridge Section" and Item No. 16, Project No. RS-23-108(2), "Foothill Drive Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

These projects have been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for these projects on April 25, 1974.

Both projects are exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970.

Enclosed is a copy of District 10 Clearinghouse letter of approval for Item No. 15, dated November 30, 1973.

Item No. 16 is exempt from District 14 Clearinghouse A-95 review under working agreement dated August 11, 1970.

The requirements of PPM 90-1 relative to these projects have been submitted as separate actions.

Public hearings are not required for these projects under the provisions of paragraph 6c of PPM 20-8.

Design approval granted under the Secondary Road Plan.

Enc.
JG:js

SUBSIDIARY TRANSACTION NO.

DATE SUBMITTED TO F.H.A.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R39

March 28, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION: Co. Rd., 0.6 mi. NE US26 & 2.2 mi. NE US26

ADT — PRESENT ★: 1 - 500, 2 - 300 — FUTURE: 750, 450 — YEAR: 94 — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK: Grade, Drain & One Bridge — NATL. FOREST — FM ROUTE NO. — SUPV AGCY — DA CLASIF. — DA AREA — EMERG. YR. — PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): RS- — NUMBER: 23-108

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Secondary — NAME OF URBAN AREA: - -

COUNTY NAME: Malheur — ROUTE NO.: S — FEDERAL-AID: 23-108 — STATE: Co. Rd. — U.S.: - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		Co. Rd. 0.6 mi. NE US26 (MP 0.6 Willow Cr.) & 2.2 mi. NE US26 (MP 2.2 Hope Drain Ditch)					
5					ROW							
5					CONST (CODE) X080 0010		"Foothill Drive Sec."	0.028	70,000	54,700	7,650	7,650 (Co.)
							PROJECT TOTALS	0.028	70,000	54,700	7,650	7,650 (Co.)

CARD 1 — CODE 1 — PREPARED BY

CARD 7 — CODE 10 — PROGRAM APPROVAL DATES

REMARKS

*NOTE: 1 - Willow Cr. - - - - DHV is 60 for this location.
2 - Hope Drain Ditch - DHV is 40 for this location.

Additional Data: S-559; Projec: S-397(2), res:

Budget Bureau No. 41-R2067; Approval Expires February 28, 1956

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
REV. 4-61

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 28, 1974

PROJECT LOCATION (All Operation Agencies)
Co. Rd., 0.6 mi. NE US26 & 2.2 mi. NE US26

ADT: PRESENT ★ 1 - 500, 2 - 300 | FUTURE 750, 450 | YEAR 94 | REGION 10 | STATE NAME Oregon | STATE CODE 41 | APPN CODE 075 | ITEM NO. 16

ROAD SYSTEM (All Operation Agencies): & One Bridge | NATL. FOREST | FH ROUTE | SURV. AGCY. | DA CL. ADJUST. | DA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S) RS- | NUMBER 23-108 | SEQ. NO. (2)

F. Projects Only: POST MI. DESIG.

Rural Secondary

COUNTY NAME: Malheur | CODE 045

ROUTE NO. S | FEDERAL-AID 23-108 | STATE Co. Rd. | U.S. - -

PROGRAM STAGE: [ ] 1 OR [X] 2

TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. 0.6 mi. NE US26 (MP 0.6 Willow Cr.) & 2.2 mi. NE US26 (MP 2.2 Hope Drain Ditch)						Grade, drain (install a 12'-10" x 8'-4" str plate pipe arch culv. & const. one pre-stressed conc. bridge (L. 42'; H.C. 30'). Place riprap, install guard rail, remove extg. bridges & maintain detour. (County to place stone base & intermediate type pavement) ROW - 60' min.; Access Control- none; Parking Restrictions- none.
ROW								
CONST 20BR 0010		"Foothill Drive Sec."	0.028	70,000	54,700	7,650	7,650 (Co.)	
		PROJECT TOTALS	0.028	70,000	54,700	7,650	7,650 (Co.)	

APPROVAL DATES

REMARKS

*NOTE: 1 - Willow Cr. - - - - DHV is 60 for this location.
2 - Hope Drain Ditch - DHV is 40 for this location.

Additional Data: Item No. DS-38 & S-559; Project DS-397(1) & S-397(2), respectively.

-over-

USCOMM DUBCOMM-DC 40908-P61

FOOTHILL DRIVE SECTION

PROJECT NO. RS-23-108(2)

Existing Facilities:

MP 0.6 (Willow Creek) - - - - - Timber beam bridge; L. 28', HC 28'.
MP 2.2 (Hope Drain Ditch) - - - Timber beam bridge; L. 23', HC 24'.

Adjacent Sections: 20' oil mat surfaced roadway with 2' graveled shoulders.

Project Data: The work, on existing alignment, consists of (1) constructing, over Willow Creek, one prestressed reinforced concrete slab span bridge (Br. No. 15578A) 42 feet long with a horizontal clearance of 30 feet, (2) installing in Hope Drain Ditch one 12'-10" by 8'-4" structural plate pipe arch culvert 80 feet long, (3) grading a 34-foot roadway section, at each end of Willow Creek Bridge and over Hope Drain Ditch culvert, to accommodate a completed facility having 20-foot intermediate type pavement with 4-foot shoulders, (4) placing riprap, (5) installing guard rail, (6) removing existing bridges and (7) maintaining detour.

Road Type Code 0010 - - - - - - - - - - Est. Cost $34,000
Structure Type Code X080- - - - - - - - Est. Cost $36,000

NOTE: County to place stone base and intermediate type pavement.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

System Action, Airports, Water Developments, Railroads, Recreation and Historical Areas: None involved. NOTE: Miller Memorial Airpark lies approximately 1-3/4 miles southwesterly of the Willow Creek Bridge site.

PPM 90-1 Requirements: Environmental statement being submitted as a separate action.

A-95 Review: This project is exempt from State Clearinghouse and District 14 Clearinghouse reviews under working agreements dated April 28, 1970 and August 11, 1970, respectively.

Public Hearings: None required und
PPM 20-8.

Location Approval: Not applicable
tions is not a factor as the projec
existing alignment at their respect

Design Approval: Granted under the

Control of Utilities: The State do
authority to control the use by uti
project. A State-County agreement
paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-mar
mail route.

NOTE: This project is in Congress

FOOTHILL DRIVE SECTION

PROJECT NO. RS-23-108(2)

- - - - - Timber beam bridge; L. 28', HC 28'.
:ch) - - - Timber beam bridge; L. 23', HC 24'.

: mat surfaced roadway with 2' graveled

: existing alignment, consists of (1) construc-
e prestressed reinforced concrete slab span
feet long with a horizontal clearance of 30
e Drain Ditch one 12'-10" by 8'-4" structural
feet long, (3) grading a 34-foot roadway
low Creek Bridge and over Hope Drain Ditch
mpleted facility having 20-foot intermedi-
et shoulders, (4) placing riprap, (5) install-
g existing bridges and (7) maintaining detour.

- - - - - - - - Est. Cost $34,000
30- - - - - - - Est. Cost $36,000

e base and intermediate type pavement.

ards: None.

ats: None involved as project does not
way.

ter Developments, Railroads, Recreation and
olved. NOTE: Miller Memorial Airpark lies
outheasterly of the Willow Creek Bridge site.

ironmental statement being submitted as a

is exempt from State Clearinghouse and
eviews under working agreements dated
1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location Approval: Not applicable as consideration of alternate locations is not a factor as the project is for replcaing two bridges on existing alignment at their respective locations.

Design Approval: Granted under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus route and a mail route.

NOTE: This project is in Congressional District No. 2.

.8031

OREGON STATE HIGHWAY DIVISION

Keep

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 27, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Willow Creek and Hope Drain Structures
Foothill Drive, FAS 23-108
Malheur County

This negative declaration covering the subject FAS-C bridge project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed project consists of replacing two small structures on Foothill Drive northeast of Vale in Malheur County. The first is a structure over Willow Creek at Mile Point 0.6, and the second is over Hope Drain Ditch at Mile Point 2.2.

The Willow Creek structure will be 42 feet long with a 30-foot roadway consisting of precast slabs on concrete bents. The Hope Drain Ditch structure will consist of a 12'-10" by 8'-4" corrugated structural plate pipe arch 80' long at nearly right angles to the roadway. Riprap will be placed, protective guardrail installed, and the existing bridges removed. The new structures will be on the same grade and alignment as the present bridges.

PURPOSE OF PROJECT The purpose of the project is to replace two sub-standard structures and thereby provide safety and convenience to the road user, and improve the arterial road system of the local community.

The structures being replaced are narrow timber bridges and are inadequate to meet the demands of present and future traffic loads. Ordinary maintenance procedures or partial reconstruction is not economically feasible; therefore, total replacement seems to be in order.

EXISTING ENVIRONMENTAL SETTING Foothill Drive is a farm-to-market, school bus, and mail route serving the irrigated farmlands between the cities of Vale and Ontario. It traverses the northerly edge of the fertile Malheur River Valley, where sugar beets, potatoes, hay, grain, and a variety of diversified crops are grown.

Willow Creek begins in the northwest corner of Malheur County and flows in a southeasterly direction to its confluence with the Malheur River near the northeast edge of Vale. It is subject to seasonal runoffs and is the source of water used along its course for irrigation purposes.

The Hope Drain Ditch is a small local stream. It drains waste irrigation water, and its flow is therefore quite controlled.

DISCUSSION OF ENVIRONMENTAL IMPACTS The most significant impact of the proposal will be the increase of safety and convenience to the road user. A benefit will also accrue to the local government in reduced maintenance costs.

Pursuant to working agreements with the State Executive Department and local Councils of Governments, this type of project is exempt from the A-95 review process; however, plans for the proposal have been sent to the State Wildlife Commission for review and comment.

In accordance with the State's standard practices and special provisions for this project, all necessary pollution control methods will be used during construction to ensure that Willow Creek and Hope Drain Ditch and their natural habitats and surrounding environments will remain unimpaired. Federal, State, and local regulations concerning erosion control and air and water quality will be enforced. Temporary and permanent methods of pollution control will be used; for example, waste and deleterious materials will be prevented from entering or remaining in the streambeds and adjacent streamside areas. Measures will be taken to assure that turbidity and siltation will not be excessive. In addition, work in the streambeds will be kept to a minimum and will be done during low-water periods. All parts of the existing bridges will be removed down to or below the natural bottom of the streambeds.

No additional right-of-way will be required.

No dwellings, buildings, business or commercial enterprises, parklands, recreational areas, wildlife refuges, known historic sites, or public lands (except for the existing road rights-of-way) are within or adjacent to the structure areas.

There is no known opposition to the proposal; therefore, a public hearing will not be held. The design and construction of the two structures will be coordinated with local agencies to ensure that no irrigation or waterway facilities will be impaired.

The traveling public will be slightly inconvenienced while the road is closed during various stages of construction. It is planned, however, to regulate the closures so that both construction areas will not be closed at the same time. Alternate routes are available and can be used until the new facilities are completed, and adequate signing and flagging will be provided for the direction and protection of traffic.

In accordance with Policy and Procedure Memorandum 90-2, paragraph 4(a), the proposed project is exempt from the noise standard criteria, as bridge replacement is considered to be unrelated to increased traffic noise levels.

There will be no significant changes in traffic patterns, traffic volumes, or average vehicle speeds. Therefore, it is not anticipated that there will be any significant change in the ambient air quality, and comments will not be solicited from the air pollution control authority, the Department of Environmental Quality.

BASIS FOR NEGATIVE DECLARATION

The proposed project, although not extensive in nature, is needed to replace two badly deteriorated bridges and is necessary to provide a good level of traffic service. The benefits accruing to the public by providing safe structures, as well as by reducing future maintenance costs, will outweigh any inconvenience to the road users. Detrimental environmental impacts, if any, will be negligible.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

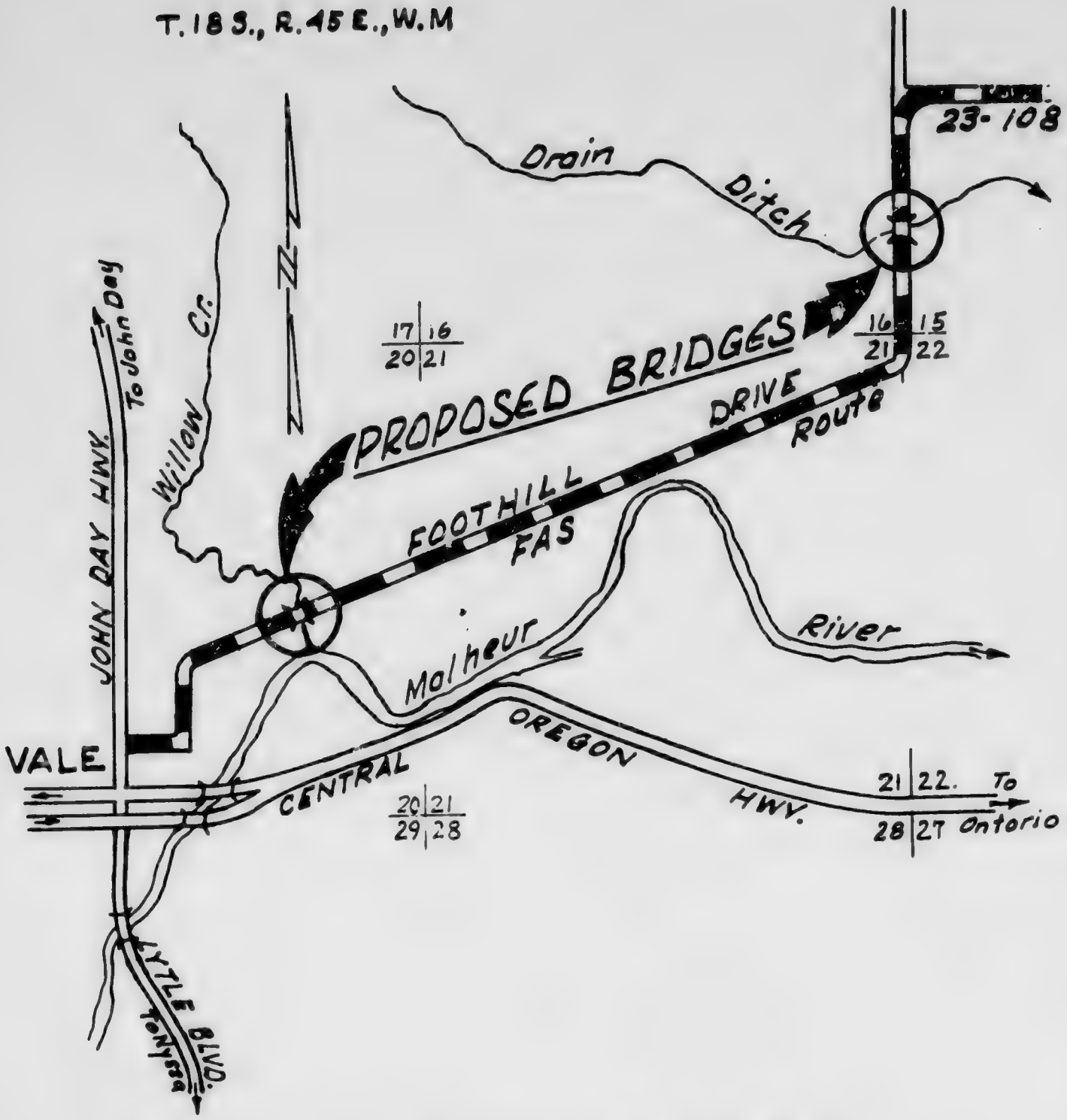
Endorsement to Oregon State Highway Division

APR 8 1974

Concur _____ Date _____
for Division Engineer

Attach.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. W. Rulien
R. E. Royer
W. J. Hart
H. S. Cox
W. E. Schwartz



WILLOW CR. & DRAIN DITCH BRS.

FOOTHILL DR. FAS 23-108

Malheur Co.

cc: E. S. Hunter
L. Julien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)
W. E. Schwartz (2)

cc's made 3-25-74 and sent

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS:
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

March 21, 1974

RECEIVED
MAR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The following projects have been reviewed by the Wildlife Commission staff and comments to safeguard fish and wildlife developed.

Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

McKay Creek Bridge Section
SAS 401
Crook County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Foothill Drive Section
FAS 23-108
Malheur County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Bullards Bridge Section
Oregon Coast Highway
Coos County
We anticipate no adverse effects from this project.

Thomas Creek Bridge
Oregon Coast Highway
Curry County
We anticipate no adverse effects from this project.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Fishery Biologist
Environmental Management

Attachments

cc FCO

pw

ORS 541.605 et seq.

Date _____

County Clackamas

River Molalla

Name of Applicant O.S.H.D. Permit No 16

State Permit No. 1311

Corps of Engineers PN. No. _____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(X) 2. The operation shall be conducted in a manner that will ~~~~ prevent any turbidity increase (X) of 5 JTU's over background ( ) when natural stream turbidities are .30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(X) 3. (X) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(X) 5. ( ) DIKES SHALL BE CONSTRUCTED (X) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
( ) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(X) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (X) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Sept 15 to July 1 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(X) 9. Spoils, ~~stockpiles~~, and other waste materials shall be placed (X) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(X) 10. DSL Retains the Right - - -

( ) 11. _____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Clean Willamette

Date _____

ORS 541.605 et seq.

County _____

River _____

Name of Applicant _____

State Permit No. 1437 Corps of Engineers PN. No. _____

(✓) new ( ) reneval

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream and prevent~~ minimize any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ). BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. Limitation in the active flowing stream shall be limited to the low flow period.

(✓) 11. Oil retainer the machine

Return to: Division of State Lands
503 Winter Street NE.
Salem, Oregon 97310

Agency _____

.81.36

1

MEMO TO FILES

March 21, 1974

Re: Willow Creek (Foothill Drive) Bridge
Hope Drain Ditch (Foothill Drive) Culvert
FAS 23-108
Malheur County

NOTED
E. S. HUNTER

Pursuant to Paragraph 6c of PPM 20-8, a public hearing is not required due to the following:

1. Additional right-of-way will not be required. It is proposed to construct two new structures within the existing right-of-way.

2. The project does not adversely affect the abutting property.

3. The project does not change the layout or function of connecting roads or the facility being improved. There are no connecting roads in the immediate vicinity and the existing road will retain its function as a two-lane two-way facility.

Robert H. Prange
Rural Engineer
County & City Unit

RHP:ljt

cc: E. S. Hunter
L. W. Rulien

RECEIVED
MAR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ADT _____ DHV _____ SAFETY: _____

MEMO TO R. N. CHASE Date: March 21, 1974

FAS 23-108 MALHEUR COUNTY, Willow Creek (Foothill Drive) Br. Hope Drain Ditch (Foothill Dr.) Culvert SECTION

TERMINI: Bridge is 0.6 mile northeast of junction with FAP-5.
Culvert is 2.2 miles northeast of junction with FAP-5.

PROPOSED WORK: Bridge and culvert and approaches.

PROJECT LENGTH: Bridge 42 feet, culvert is 12'10" x 8'4"

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	70,000	54,600	7,700	7,700	

EXISTING FACILITIES: Timber beam structure 28' long with a 28' roadway.
Culvert replaces a timber beam bridge 23' long with a 24' roadway.

ADJACENT SECTIONS:
NORTH/EAST END: at bridge - 20' oil mat with 4' gravel shoulders.
SOUTH/WEST END: at culvert - 21' oil mat with 3' gravel shoulders.

PROJECT DATA: Construct a precast reinforced concrete bridge 42' long with a 32' roadway. No sidewalks. Also install a 12'10"x8'4" multi-plate culvert. Detour will be maintained by contractor. Subgrade on approach is to be by contractor. County will surface and pave both areas. Contractor to remove and dispose of the existing bridges.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required - see memo dated 3/21/74
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a farm-to-market road, and is a school bus and mail route.

Park and recreation area affected - No parks in this area.
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
Location and design approved - Pending
Clearinghouse approved - Exempt from A-95 review
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Negative Declaration - Pending

8036

March 13, 1974

Mr. Paul E. Burket
Administrator, Aeronautics Division
Department of Transportation
3040 - 25th Street S.E.
Salem, Oregon 97310

Re: Willow Creek Bridge
Foothill Drive
FAS 23-108
Malheur County

Dear Mr. Burket:

Attached are seven copies of a sketch map showing the subject project in relation to the Vale Airport as required by FPM 20-13. The project consists, in part, of the removal and reconstruction of the subject bridge. It is not anticipated to present an air navigation hazard.

If you concur with the proposal, please sign the sketches and forward to the Federal Highway Administration in Salem.

Very truly yours,

J. H. Versteeg
Road Design Engineer

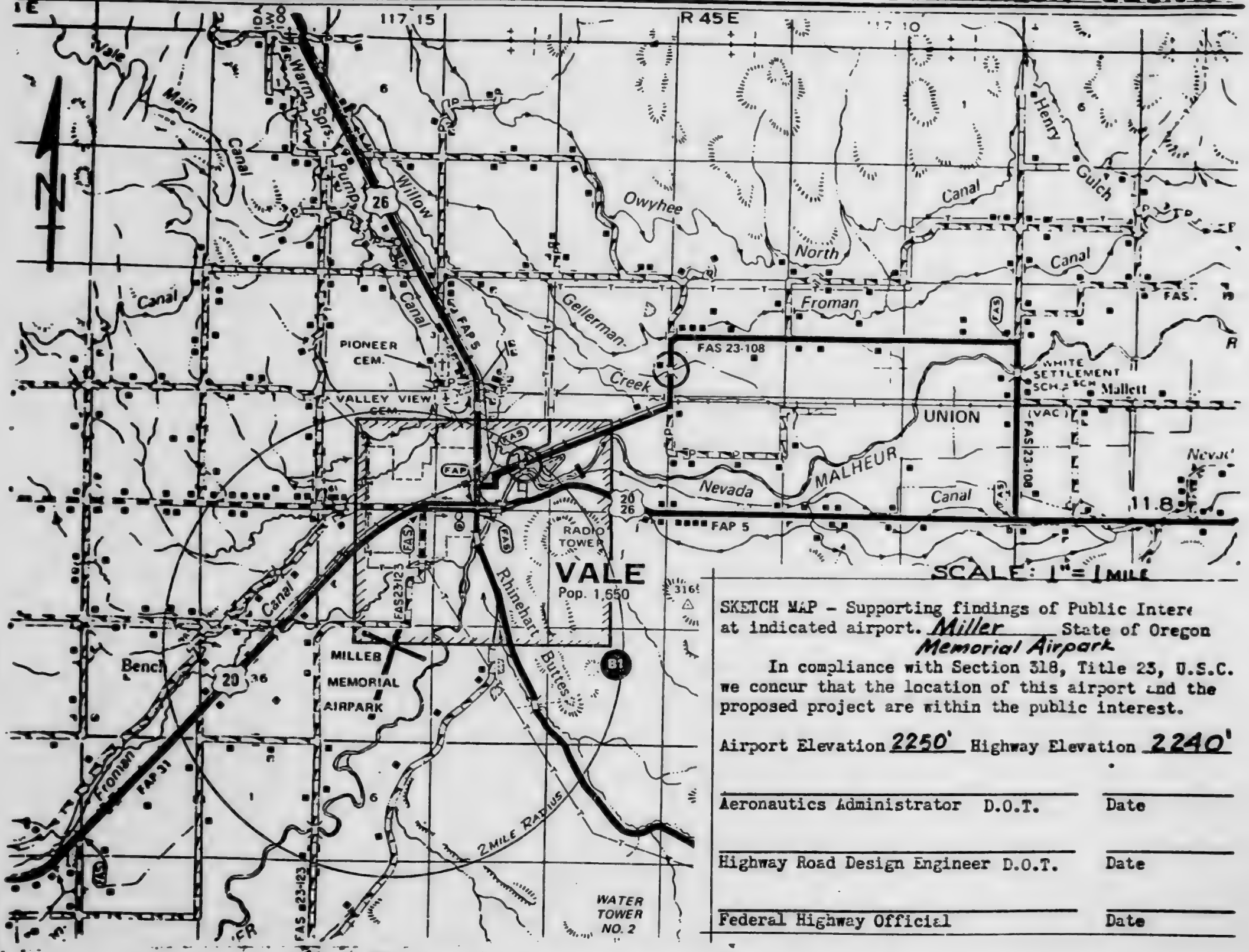
MK:ws
Attachments

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 14 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

MALHEUR COUNTY



SKETCH MAP - Supporting findings of Public Interest at indicated airport. Miller Memorial Airpark State of Oregon

In compliance with Section 318, Title 23, U.S.C. we concur that the location of this airport and the proposed project are within the public interest.

Airport Elevation 2250' Highway Elevation 2240'

Aeronautics Administrator D.O.T.	Date
Highway Road Design Engineer D.O.T.	Date
Federal Highway Official	Date

for 23-108
Malheur

The County of Malheur

VALE, OREGON

March 5, 1974

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

Robert H. Prange, Rural Engineer
County and City Unit
Department of Transportation
307 Highway Building,
Salem, Oregon 97310

Dear Mr. Prange:

In confirming our telephone conversation, Malheur County will place the pit run base rock and the bituminous wearing surface on the Willowcreek and Foothill Drive Drain Ditch structures, on FAS 23-108.

Yours truly,

Roy Hirai

Roy Hirai
Malheur County Judge

RH:lp

MEMO TO FILES

March 4, 1974

Re: Willow Creek & Hope Drain Ditch Structures
Foothill Drive, FAS 23-108
Malheur County

NOTED
E. S. HUNTER

I called Roy Hirai, County Judge, this morning concerning the placement of base rock and wearing surface in connection with the subject structures. Based on our conversation the contractor will bring the backfill for both structure up to sub-grade only and Malheur County will then place quarry run or pit run base rock and the bituminous wearing surface to match the existing oil mat.

Robert H. Prange
Rural Engineer
County & City Unit

RHP:ljt

cc: Hon. Roy Hirai, Judge
E. S. Hunter
L. W. Rulien
W. J. Hart
J. H. Versteeg
F. E. Terpin
C. G. Swenson
W. E. Schwartz
C. H. Duval

RECEIVED
MAR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 01.734.5030

Jan 23-108
Malheur Co

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
February 19, 1974

FILE:

L.L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

TO:

Mr. H. S. Cox
County-City Engineer

SUBJECT:

Willow Cr. (Foothill Dr.) Bridge
Foothill Drive Section
Malheur County, Bridge 15578A

Attached are three prints of Drawing 29533 which is the advance plan for the Willow Creek Bridge. These prints are for your use in obtaining the approval of the County.

The estimated cost, basedon final quantities and including an allowance for engineering and contingencies, is $43,000.

JEB:dh

RECEIVED
COUNTY & CITY SECTION
FEB 19 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

For 23-108
Malheur Co

The County of Malheur

VALE, OREGON

February 19, 1974

RECEIVED
COUNTY & CITY SECTION
FEB 21 1974
☑ ENGR. ☑ COOR. ☑ CE ☒ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox;

In confirming our telephone conversation, the Malheur County Court has approved using an elliptical pipe, 12 x 8.4, instead of a bridge on the F.A.S. #23-108 Foothill Drive Drain Ditch.

Yours truly,

Malheur County Court

Roy Hirai

Roy Hirai
Malheur County Judge

RH:lp

Copy to:- L. H. Young
Wall Hart
Frank Terpin
C G Swanson

2036

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
February 12, 1974

SUBJECT: Drain Ditch (Foothill Dr.) Br.
FAS-C 23-108
Malheur County

To: Mr. J. H. Versteeg
Road Design Engineer
Salem, Oregon

Attention: Fred Erickson

Please find enclosed one (1) sketch map showing Borrow Material Source for subject project. This source is the property of Malheur County which has consented to its use.

Curtis H. Duval
Curtis H. Duval
Resident Engineer

REFERRED TO

Cole		Reed	
Eriksen	E.E.	Sample	
Heger		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

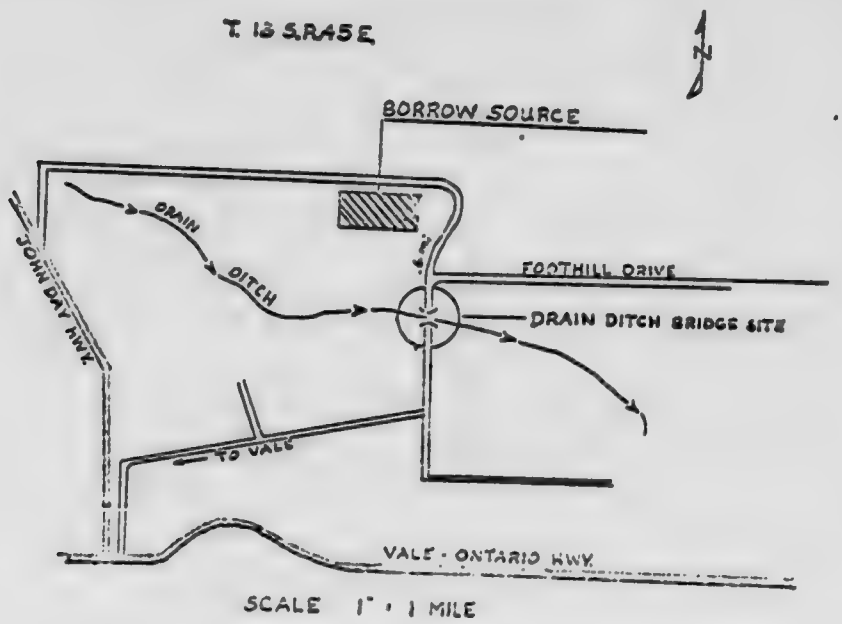
BY FINAL DESIGN ENGINEER

1 V
2 T
1 Copy
RF

Encl.

cc: W.E. Schwartz (Encl.)
file

T. 18 S. R45 E.



SCALE 1" = 1 MILE

MATERIAL SOURCE NO. 2

80-6

MEMO TO FILES

February 12, 1974

Re: Drain Ditch (Foothill Drive) Bridge Section
FAS 23-108
Malheur County

Willow Creek (Foothill Drive) Bridge Section
FAS 23-108
Malheur County

NOTED
E. S. HUNTER

It has been determined that it is in the public interest to have Malheur County furnish and stock pile the riprap for these two structures. This determination was made because the amount of riprap needed is so small that it probably would not interest a contractor. Also, the cost of having a contractor produce such a small amount would not be economical.

Harold Reynoldson
Rural Program Engineer
County and City Unit

HR:ljt

cc: E. S. Hunter
L. H. Young
W. J. Hart
J. H. Versteeg
R. N. Chase
C. G. Swenson
W. E. Schwartz, Region 5

RECEIVED
FEB 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

fas 23-108
Malheur Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 25, 1974

To: F I E

SUBJECT: Willow Creek Bridge
Hope Drain Bridge
Near Vale, Malheur County

Location

These two bridges are located in Sections 20 (Willow Creek) and 15-16 (Hope Drain), Township 18 S., Range 45 E. near Vale in Malheur County. Both bridges are on Foothill Drive (FAS 23-108). Willow Creek Bridge is at MP 0.76 and Hope Drain is at MP 2.1.

Existing Bridges

Willow Creek

The original bridge was of timber construction with vertical concrete abutments and wingwalls. Sometime before 1960 the bridge was widened about 13 feet on the downstream side. The extension of the vertical abutments was accomplished by placing fill material behind horizontally placed timbers resting against driven timber piling. At the time of this widening the then-existing bridge was shifted about 3 feet± downstream to improve roadway alignment. The present bridge length is about 30 feet with approximately 12½ feet of clearance between the bottom beams and the channel bottom.

Hope Drain

This bridge is constructed entirely of timber including vertical abutments retained by driven timber piling. Deterioration of the entire bridge is evidenced by accompanying photos. The bridge length is about 25 feet with a bottom-of-beam to channel-bottom clearance of 9 feet±.

Both bridges are of clear-span construction.

RECEIVED
COUNTY & CITY SECTION
JAN 29 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Railroad Bridge

This is a 3-span timber bridge 75 feet upstream from the Willow Creek Bridge on Foothill Drive. Two timber pile bents are in the

Willow Creek Channel. This bridge has a waterway opening somewhat less than that of the county road bridge on Foothill Drive but has not posed any problems during flood stages on Willow Creek.

Drainage Basin

The Willow Creek basin comprises some 725 square miles, less than half of which lies in mountainous terrain and the remainder in rolling to flat farmlands. Some flood control for this basin is provided by Willow Creek Reservoir No. 3 located about 36 miles upstream from the confluence of Willow Creek with the Malheur River east of Vale.

Snow melt from the mountainous portion of the basin is largely controlled by the aforementioned Willow Creek Reservoir No. 3 whose 25,000 acre-feet safe capacity has been adequate to control runoffs to date. The rolling to flat farmland portion of the basin has flood conditions of a minor nature every 3 to 5 years some 12 to 16 miles upstream from the mouth of Willow Creek. This flooding is due to heavy silting of the channel, meandering of the stream and excessive runoff through this area caused by rapid lower elevation snow melt flowing over frozen ground.

Hydraulic Data

In 1956 the Army Corps of Engineers conducted a study of the area which was to be the basis for a channel improvement and levee and dike work to lessen the agricultural and real property damages incurred during flood stages on Willow Creek, Bully Creek and the Malheur River. This flood protection plan was not implemented to any great extent--some limited channel work on Willow Creek has been performed, but further improvements are not envisioned.

Hydraulic data gathered for the above study was updated for use in investigating the Willow Creek Bridge and the Hope Drain Bridge. The results of this current study indicate a discharge of 2,650 cfs on a 30-year recurrence interval or 3,300 cfs for a 50-year flood at the Willow Creek Bridge. Velocities would be in the range of 5½ to 6½ fps. These figures are, however, predicated on Willow Creek channel alone carrying the 2,650 cfs. Without implementation of the Corps of Engineers channel improvement project, the total projected discharge does not reach the Willow Creek Bridge. Channel bank overtopping between MP 12 and MP 16 allows a portion of this total discharge to be dissipated over a flood plain easterly of the main channel. It is estimated that 1,850 cfs would remain in Willow Creek while 800 cfs would inundate the flood plain.

At the Hope Drain crossing, Mr. Frank Elfering, Watermaster at Vale, indicates discharge through this bridge would probably not exceed 200 cfs since maximum runoff occurs at times when irrigation water is absent and the drain is subsequently empty. Velocity here is estimated at 2 to 3 fps. The 200 cfs attributed to Hope Drain is predominately overflow from those reaches of Willow Creek, MP 12 to MP 16, which are prone to bank overtopping. The remaining 600 cfs is assumed to return to Willow Creek eventually, as flood waters recede.

Scour - Drift - Ice

Scouring at the vertical concrete abutments of Willow Creek Bridge was noted. It appeared to be minor and the County Roadmaster indicated this to be true since no maintenance work in this area has been performed.

Drift is almost entirely confined to that portion of Willow Creek upstream from Willow Creek Reservoir No. 3; therefore, no drift problem exists at Willow Creek Bridge or Hope Drain Bridge.

Ice in the Willow Creek and Hope Drain channels apparently occurs during periods of low flow only. This, in conjunction with large clear-span waterway openings at both bridge sites, minimizes any ice blockage problems.

Summarization

Compilation of the above data indicates a possibility of three alternatives at Hope Drain and two at Willow Creek. These are bridges with vertical abutments, bridges with approximately 2:1 side slopes and circular, eliptical or multiplate pipes. These alternatives are described for each location.

Willow Creek

Alternate No. 1 - A replacement of the existing bridge on vertical concrete abutments with wingwalls. A minimum length of 32 feet is recommended.

Alternate No. 2 - A replacement bridge constructed with 2:1 side slopes. A minimum channel bottom width of 6 feet would be required.

Hope Drain

Alternate No. 1 - A replacement bridge constructed on concrete abutments. Length similar to present structure.

Alternate No. 2 - A replacement bridge with side slopes conforming to the present drainage channel.

Alternate No. 3 - A 12'10"x8'4" multiplate for design flow of 300 cfs.

Richard L. Lenz
Hydraulics Engineer

By Jack H. Ayers
Jack H. Ayers

JHA:mc

HYDRAULIC DATA		
	Design Flood	Max. Flood yr ( )
Discharge – cfs.	200	–
Frequency – yrs	3-5	–
H.W. Elevation Natural Channel	94' est	–
H.W. Elevation Channel Change	–	–
Velocity – f.p.s.	2-3	–

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION HYDRAULIC UNIT	
COMPILED BY	DATE

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1910)
Discharge-cfs.	2550	2500
Frequency-yrs	30	50
H.W. Elevation Natural Channel	964	964
H.W. Elevation Channel Change	—	—
Velocity – f.p.s.	5½ - 6½	

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

COMPILED BY

DATE

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

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JOHN W. McLEAN
WILDLIFE Director

January 14, 1974

cc's sent 1-18-74

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin (3)
W.E. Swartz (4)
R.C. Pool (2)

Mr. Victor E. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

The Wildlife Commission has completed its review of your prospectus for the proposed projects:

La Grande-Baker Highway-Powder River Section
Chandler Lane, FAS 01-106, Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothills Drive Section
FAS C-23-108, Malheur County

The Wildlife Commission does not anticipate serious adverse impacts from these projects. However, we would appreciate receiving more detailed project plans as they are developed.

Thank you for this opportunity to comment. If we may be of any further assistance, please call.

Sincerely,

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo

cc Fish Commission of Oregon
Central Region
NE Region
SE Region

W.J. Hurt
C.E. Swanson
F.E. Terpin
W.E. Schwartz

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

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GOVERNOR

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JACK R. SHIELDS
Vice Chairman
[illegible]
Member
THOMAS E. KEMP
State Fisheries Director

December 19, 1973

Mr. Victor D. Wolfe, Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Wolfe:

Our recommendations for the following title prospectus transmitted to us by your letter of December 15, 1973 are noted below.

La Grande-Baker Highway-Powder River Section
Chandler Lane FAS 01-106 Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothill Drive Section
FAS-C 23-108, Malheur County

a. Minimize or eliminate channel changes where possible.

b. Minimize or eliminate streams siltation by not working in stream. Work behind cofferdam or berm if possible.

c. Reseed and replant exposed construction areas along streamsed.

d. Prevent deleterious material such as petroleum and chemical waste from entering the stream during construction periods.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

RECEIVED
OFFICE OF
[illegible]

RECEIVED
LOCATION
SECTION

Ontario, Oregon
December 13, 1973

Narrative Report

(Hope Drain)
Drain Ditch (Foothill Dr.) Mr.
Willow Creek (Foothill Dr.) Mr.
FAS 23-1(8
Malheur County

This survey was made for the replacement of two structures. One over Willow Creek and one over Drain Ditch. The two structures are located easterly of Vale 0.26 miles and 1.6 miles respectively.

Due to the location of the structures the contractor should not be allowed to close both at the same time. I have indicated the other County roads, which will have to be used during construction by the residents in the area, on the visinity maps. Construction of detours would be an added expense as well as unnecessary for the short duration needed.

Centerline for the Drain Ditch structure was established by spliting the existing structure as well as sighting on a section line fence which was approximately one mile from the point on the structure. The existing pavement was split for establishing center line on the Willow Creek structure. The level datum was run from TBM's using an assumed elevation of 100.00. The TBM's can be tied to a level datum if necessary. This would require approximately 6½ man hours. Finished concrete grade should be the same as existing structures if possible. The only grading required will be for the structure itself, disrupting the least amount of the existing oil mat as possible.

The Hydrologic and Hydraulic data for the Willow Creek structure will be submitted directly from the Corps of Engineers office. The 1000 Cubic feet per second figure shown on the Willow Creek structure and the 300 Cubic feet per second figure shown on Drain Ditch structure general area drainage map was obtained from the States local water master and are approximate only. Photograph F shows an existing structure over Willow Creek upstream. The existing 30 inch pipe shown on the drainage area map is adequate for the upstream drainage of the Drain Ditch. The water in the drain ditch is controled except when other irrigation ditch banks wash out. There is a waste water ditch located at a higher level than the drain ditch but does not empty into the drain ditch except when there is a ditch bank washout. The primary reason for a structure over the Drain Ditch in lieu of a pipe is the problem of removing the silt build-up.

The new structures should be of the prestressed slab design, using steel post and standard guardrail elements for parapet railing. The steel post for the downstream side of the Willow Creek structure should be drilled for attaching the telephone companies conduit. (This has been discussed with the

Malheur Home Telephone Company and they are aware of the need for temporary lines during construction). I have discussed this project with the Malheur County Judge, Judge Hirai. Due to the small amount of rip rap required, it is felt that for economics the County will furnish the rip rap in a stock-pile at the structure sites and the contractor should place it. The paving of the structures and structure approaches should be under the contract, using a commercial mix. The guardrail should be furnished and installed under the contract.

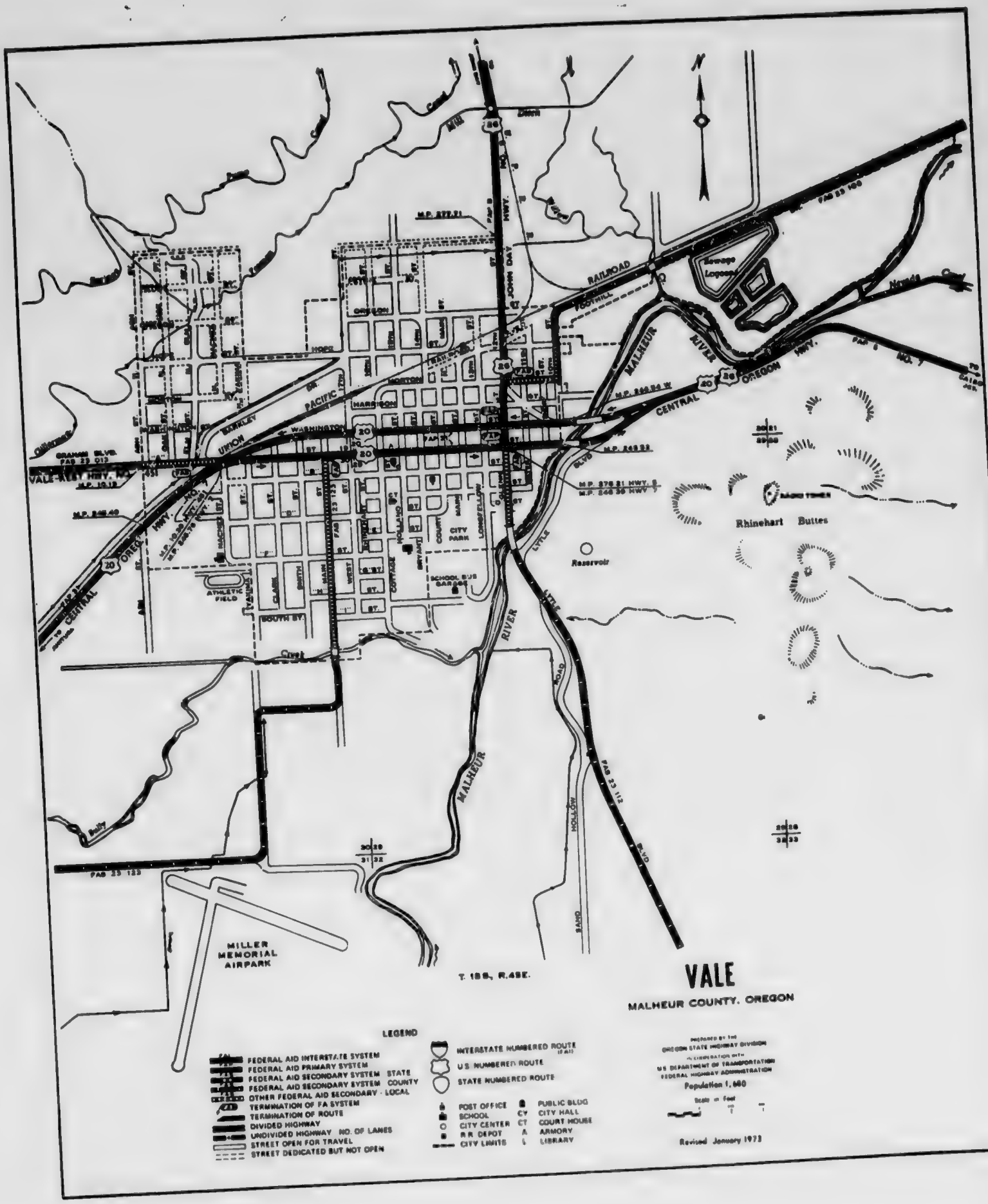
I have discussed the need for temporary telephone lines during construction with the Malheur Home Telephone Companies engineers along with the possible method of attaching the permanent lines to the new structures. Idaho Power Co. was informed of the proposed structure replacement. They will review their installations at a later date. I do not feel there will be a problem with the existing power lines during construction with the exception of crane boom swing. The contractor can work around this.

Acquisition of additional R/W will not be required for this project. The only effect of this project on residents of the area will be the inconvenience of using other County roads during the construction period. There will be no affect on public recreational areas or historical sites.

The Foundation testing will be performed after the first of the year. Equipment is not available for testing at this time.

Curtis H. Duval

Curtis H. Duval
Resident Engineer


N
Sewage Lagoons
RAILROAD
FOOTHILL
BLVD
MALHEUR
RIVER
OREGON
HWY.
CENTRAL
PACIFIC
UNION
BERKLEY
JOHN DAY
HWY.
OREGON
HWY.
TO CENTRAL
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VALE-ALVEY HWY. NO.
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ATHLETIC FIELD
SCHOOL BUS GARAGE
SOUTH ST.
Rhinehart Buttes
Reservoir
LITTLE
RIVER
ROAD
MALHEUR
HOLLOW
BLVD
MILLER
MEMORIAL
AIRPARK
T. 18 S., R. 45 E.
VALE
MALHEUR COUNTY, OREGON
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 1,680
Revised January 1973

12-14-73

PREFIX NO: 523-1441

LOCATION PROSPECTUS
FOOTHILL DRIVE SECTION
FASC 23-108
MALHEUR COUNTY

HIGHWAY: Foothill Drive. Federal-aid Secondary No. 23-108.

TERMINI: M.P. 0.76 and M.P. 2.1.

PROGRAM: 1974 FAS-C funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for construction of two bridges. State to prepare vicinity maps. Contractor to construct approaches, place riprap, install guardrail and remove and dispose of the existing structures. Soils investigations will be conducted. Studies of past highwater data will be made to see if the design of the project will be affected. An economic analysis is not needed at this time.

TYPICAL SECTION: Two 10-foot travel lanes and 4-foot shoulders.

BASE DESIGN: To be determined during survey.

MATERIAL: To be located during survey.

ACCESS: County's responsibility.

STRUCTURES: New structures to have 28 feet of horizontal clearance.

ADD'L FACILITIES: None affected.

UTILITIES: Utility adjustments will be involved.

AGREEMENTS: Routine FAS-C project.

PARKS: None affected.

December 12, 1973
Attach

RECEIVED
STATE HWY ENGR
DEC 13 73
REFER TO
FOR
Info | Appr | R/W | DIR | Sign | Act | File

cc: Oregon State Game Commission
Federal Hwy Administration (3)
F.B. Klaboe
R.L. Schroeder
L.E. George
C.T. Keasey
J.H. Versteeg
L.H. Young
R.N. Chase
B.L. Gifford
J.D. McClure
R.E. Olson
Rudy Wellbrock
K.E. Royer
W.H. Tebeau
W.H. Wakerlig
F.W. Yarbrough (2)
Fish Commission of Oregon
W.E. Schwartz (3)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Roger Trigstad
J.A. Rowland
C.G. Swenson
F.E. Terpin
G.C. Wills

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 17, 1973

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A.E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

4K

SUBJECT Proposed FAS-C Projects
Proposed FAS-C Cancellation

The accompanying tabulations describe six proposed Federal-Aid Secondary projects--one each in Baker, Crook, Deschutes and Jefferson Counties, and two projects in Malheur County, along with a request for the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106. The FAS funds required for this project are estimated to be $275,000, of which $34,375 will be the cost to the State.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401. This bridge is approximately five miles north of Prineville and is estimated to cost approximately $50,000, of which $6,250 will be the cost to the State.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the city of Madras on

FAS 16-108. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State. The county's share of this project is to be made up by the City of Madras' $25,000 SCA funds.

The two projects requested by Malheur County are for bridges on Foothill Drive, FAS 23-103; one being over Willow Creek and the other over a drainage ditch. The estimated cost of these structures is approximately $70,000, of which $8,750 will be the cost to the State.

Coos County is requesting the cancellation of the Chandler-Landrith Bridge Section on FAS 255. The County has decided to replace the Landrith Bridge instead of improving this section of roadway.

These matters will be on the agenda for the October 24 meeting and I recommend their approval.

Attachments

bc C. W. Head
George Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
H. S. Cox
Walter Hart
L. H. Young
Vern Skoog
Gary Sund
Robert Whipps

HR:ljt ja

PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
BAKER	01-106	Chandler Ranch-Powder River Section, Chandler Lane.	$ 275,000	$34,375
		Structure, grade and pave.		
CROOK	401	McKay Creek (McKay Creek Road) Bridge Section.	50,000	6,250
DESCHUTES	555	Little Deschutes River (Burgess) Bridge Section.	100,000	12,500
JEFFERSON	16-108	Willow Creek (2nd Street - Madras) Bridge Section.	100,000	12,500
		Structure and approaches.		
MALHEUR	23-108	Drain Ditch (Foothill Drive) Bridge Section.	40,000	5,000
		Structure, grade and surface.		
MALHEUR	23-108	Willow Creek (Foothill Drive) Bridge Section.	30,000	3,750
		Structure and approaches.		
		TOTAL NEW PROJECTS	$595,000	$74,375

CANCELLATION OF PREVIOUSLY APPROVED PROJECT:

COOS	255	Chandler-Landrith Bridge Section. S. Coos River.	$400,000
		Grade, base and pave. Transfer of Federal funds - $26,882. $26,882 Federal funds equals $36,000 FAS funds.	
		TOTAL CANCELLATION	$400,000
		ADJUSTED TOTAL NEW PROJECTS	$195,000

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	5,090,000	4,108,000	9,198,000
Approved Projects (corrected to date)	5,000,000	639,000	5,729,000
Unprogramed Balance	--	3,469,000	3,469,000
Projects Proposed - 10/24/73	--	195,000	195,000
Transferred FAS funds	--	36,000	36,000
Unprogramed Balance	--	3,238,000	3,238,000

73-c
10/12/73

MALHEUR COUNTY
Proposed FAS Project

FAS 23-108: Drain Ditch (Foothill Drive) Bridge. Structure and approaches, $40,000.

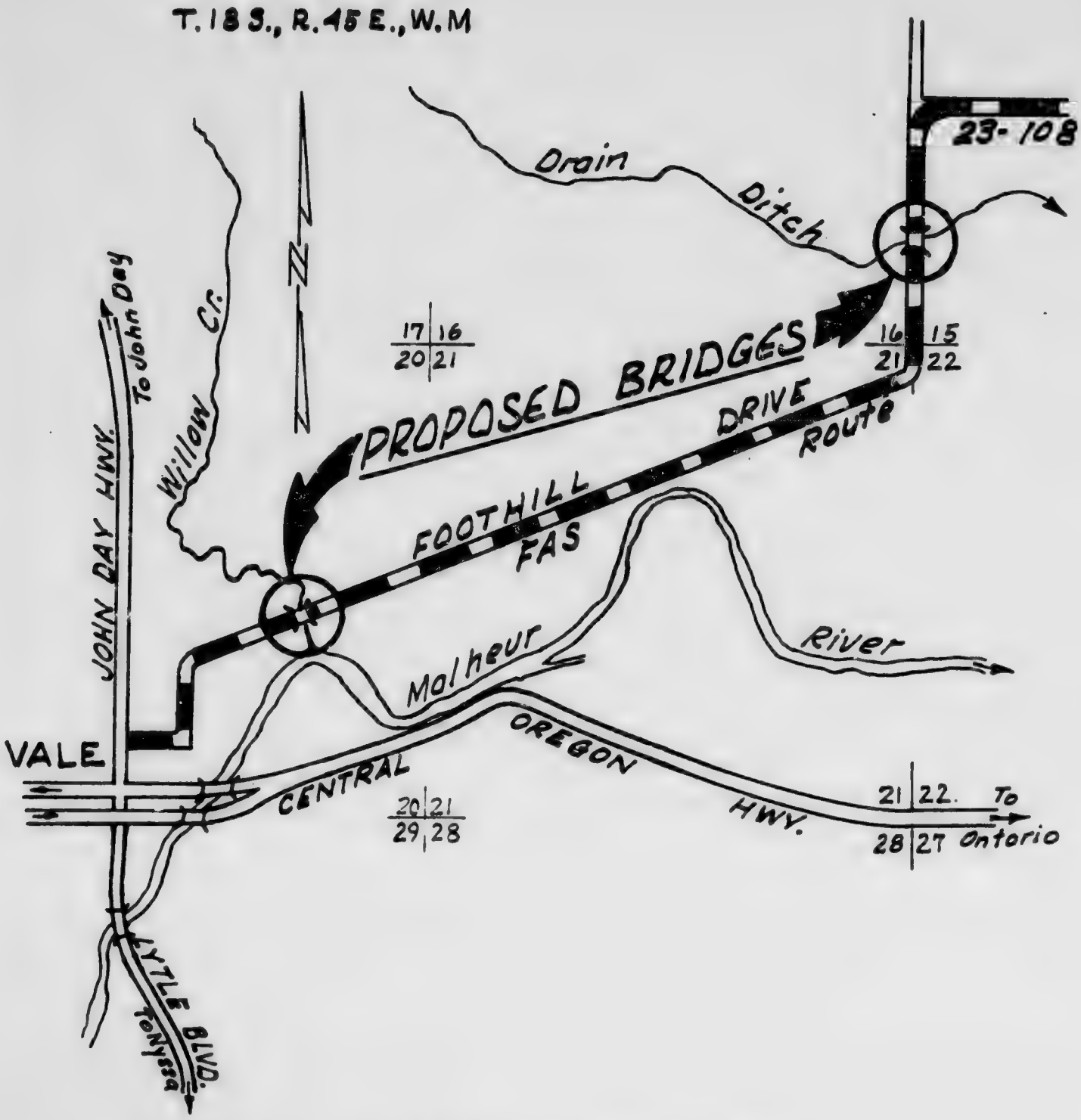
FAS 23-108: Willow Creek (Foothill Drive) Bridge. Structure and approaches, $30,000.

Construct a reinforced concrete bridge with a 28-foot roadway at each location. Also construct the approaches and connections, place riprap, remove and dispose of the existing bridge, and install guardrail on the approaches. No additional right-of-way required. Utilities are involved.

State to make survey and plans.

Approved
10-24-73

73-c
10/9/73



WILLOW CR. & DRAIN DITCH BRS.

FOOTHILL DR. FAS 23-108

Malheur Co.

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Malheur FAS No. 23-108 Date 12-7-72
County Road Name Foothill Drive
Section Name
Type of Project 2 Bridges - Willowcreek bridge and Foothill Drive Drain Ditch
Location of Project (Attach sketch map)
ADT Design Speed

Is this request for county bridge design only? Yes No X
county FAS bridge design? Yes X No
Will County hire consultant for this project? Yes No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Total Travel Width
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Width Each Side
(AC, Pug Cold Mix, Oil Mat) Total Top Width

3. Grading & Drainage:
By County County Date of Completion By Contract

4. Bottom Base Course:
By County County Date of Completion By Contract
Has base design been given to County? Yes No
Will it be furnished? Yes No

5. Leveling Course:
By County County Date of Completion By Contract

6. Binder Course:
By County County Date of Completion By Contract

7. Traveled Surface & Shoulders:
By County County Date of Completion By Contract

8. Clearing:
By County County Date of Completion By Contract

9. Curbs:
Curbs Required? Yes No
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs

RECEIVED
COUNTY & CITY SECTION
SEP 10 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Willow Creek and Drain Ditch

2. Name of bridge Willow Creek Bridge and Drain Ditch Bridge

3. Dimensions of existing bridge. Length 30' (Drain Ditch 25') Roadway Width 29' (23')

4. Type of design and material used in existing bridge. Piling and Timber

5. Location (please attach map with location marked): NW¼ SE¼
Section 20 Township 18S Range 45E W.M.

6. Desired width of proposed bridge 28 Approx. length 40'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Most economical

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes X No_____

11. Will County close road during construction? * Yes_____ No_____

12. Can presently established road be used as detour? * Yes_____ No_____

13. Must a new detour be constructed? ? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes X No_____

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes_____ No X
by Contractor Yes X No_____
Traveled surface: Type Pit Gravel Width 28
Shoulder surface: Type --- Width ---
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

* Traffic can be detoured to other county roads, but not for an extended period.

20. Guardrail: Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes_____ No X
Removed by County? Yes_____ No X
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes X No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes X No_____ Size_____
Company_____
g. Other Utilities: Mail boxes
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does County wish lightpost bases and conduit installed?
Yes_____ No X

26. Does County wish complete job of illumination in project?
Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 50

2. Is any additional right-of-way needed? Yes_____ No X

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
    If yes, give type and name of utility company: Telephone
    Malheur Home Telephone Company

13. Are utilities on existing right-of-way by permit X or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No X

25. Will railroad crossing be altered: Yes_____ No X
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel X Quarry X Cinders _____

2. Owner: County X State _____ Private _____ Other _____

3. Location: SE¼ NE¼ Section 16 Township 18S Range 45E W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 30,000.00

2. Available FAS Funds $ As necessary

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount As needed

4. Date match money is available Feb. 1, 1973

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: March 1, 1973

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: This bridge is in critical condition. Must be replaced before next cropping season.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

County _____
Date _____

_____
O.S.H.D. Field Engineer

Date 9-26-73

1974 Beaverton Interchge. 8037
Sec. of Beaverton-Tigard Hwy.
(roadside improvement)

#8037

Vic Atiyeh

February 9, 1979

Mr. John McCulloch
Chief Trial Counsel
Department of Justice
100 State Office Building
Salem, OR 97310

Dear Mr. McCulloch:

State vs. Balboa Insurance Company
L-7420

This case involves a contractor for the Highway Division that went bankrupt before completing the job, and defaulted. The Highway Division awarded another contract and then completed the work. The cost to the State for completion of this additional work was approximately $70,000.

About a year and a half ago, this file was forwarded to the Attorney General's office for filing of a lawsuit against Balboa Insurance Company, who had issued the performance bond for Landscape Artists, the contractor on this job. This is Contract No. 8037.

I would appreciate your advising me as to the status of this case. I believe John McLean was assigned this case by the Attorney General's office.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
C. W. Head
Jack Sollis
D. H. Moehring
Vern Skoog
C. T. Keasey
Ed Hardt

JLS:sjb ja

8037

8

DATE: August 22, 1977

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Beaverton Interchange, Beaverton-Tigard Highway
Contract No. 8037, FAP LLS-728(5)
Reference HA-I-OR

Attached is a copy of a June 1, 1977 labor compliance report regarding the subject project. Also attached is a copy of an August 15 Exoneration Agreement between the Oregon State Highway Division and Balboa Insurance Co., surety for the project contractor.

Our Accounting Section is presently in the process of making payment to the Oregon Bureau of Labor as per the agreement.

I regret the delay in furnishing this previously requested information.

Att.

WR:fr:mk ia

bc C. T. Keasey
Jack L. Sollis
Vern Skoog
E. L. Hardt

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

SUBJECT: Oregon Project LSS-628(5)
Roadside Improvement, Beaverton-Tigard
Labor Compliance Violations

DATE: August 11, 1977

In reply refer to: HA-1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

By memorandum dated June 16, 1977, we requested a further status report, no later than July 18, on the subject labor compliance violations including an explanation as to why payment has not been made. A status report covering the investigation required under Chapter 418 of the Labor Compliance Manual was also requested. To date we have received neither report.

Please advise us as to whether the State and surety have paid the necessary funds to the State Department of Labor and whether any such funds have been actually dispensed to the individual employees involved. It is requested that this information be furnished by August 17 in order that appropriate steps can be taken if funds have not yet been paid over and/or necessary arrangements made to fully compensate the individuals involved.

G. L. Green

cc:
Region HRC-010.1
" HCM-010

RECEIVED
STATE HWY ENGR
AUG 12 '77
REFER TO
Construction - Warren Richards
FOR
Info | Initial | R/D | Dft | Sig | Ltr | File

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 11, 1977

In reply refer to: HA-1-OR

SUBJECT: Oregon Project LSS-628(5)
Roadside Improvement, Beaverton-Tigard
Labor Compliance Violations

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

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G. L. Green

G. L. Green

cc:
Region HRC-010.1
" HCM-010

RECEIVED
STATE HWY ENGR
AUG 12 '77
REFER TO
Construction - Warren Richards
FOR
Info | Init. | R/D | D/R | S/E | Ltr | File

June 1, 1977

LABOR COMPLIANCE REPORT

Project: Beaverton Interchange
Contract: 8037
FAP No. : LSS-628(5)

Contractor: Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97202

Work began on this landscape project on September 10, 1974 and the original planting work was completed December 31, 1974. During this period there were no labor compliance problems. The contractor had been paid $81,231.74 for work performed during the original planting period with a total of $10,995.86 being withheld for retainage. The amount of retainage was in accordance to normal practice for landscape projects and no unusual problems were anticipated.

The contract provided for the performance of establishment work to insure survival of the plants through this first summer after planting. Although the resident engineer contacted the contractor on several occasions regarding the necessity for weed control, only negligible establishment work was performed until August of 1975. At that time the resident engineer requested, but did not receive, payrolls for the periods worked.

Most of the establishment work performed on the project took place between November 12, 1975 and January 21, 1976. Certified payrolls were again requested but not received.

During January of 1976 the writer received a telephone call requesting the contract name and number and informing me that an employee had not been properly paid. I advised the caller that the employee or the employee's representative should contact the project resident engineer and provide him with a written complaint. The caller was given the resident engineer's street and mailing address, as well as his telephone number. I then advised the resident engineer to expect a wage complaint.

When the resident engineer submitted the project semi-annual labor compliance information in June of 1976, he noted that he had been advised to expect a wage complaint but that none had been received by his office.

Other Highway Division offices had received labor complaints by that time, however. It was evident by then that the contractor was in serious financial trouble and probably would be unable to complete the work. A list of claims against the contract bond is attached.

Efforts began in the Spring of 1976 to gain the surety's assistance in completing the project. These efforts were unsuccessful and the contract was terminated September 10, 1976. On that same date this office received a copy of a September 7, 1976 letter advising creditors that Landscape Artists had filed for bankruptcy.

Even though no payments had been made to the contractor since completion of the original planting, the amount of retainage was insufficient to cover either the cost to complete the work or the labor claims received. (The last payment to the contractor was in January of 1975 and the first labor claim was not received until April 15, 1976.)

The contractor's failure to pay the appropriate wages appears to be a result of serious financial difficulties. The failure, however, does not appear to be a "nonwillful" violation as defined by Section 422-2.1 of the FHWA Labor Compliance Manual.

A lawsuit is being filed against the contractor's bonding company by the Oregon State Highway Division for cost involved for completing the project work. A copy of Jack L. Sollis' April 11, 1977 letter to G. L. Green is attached which addresses the subject of labor claims filed against the contract bond.

Warren Richards
Labor Compliance Officer

WR:mk

CLAIMS FILED AGAINST CONTRACT 8037

Filing Date With Secretary of State	Person Filing Claim	Amount of Claim	Item Furnished
11-13-75	Kraemer's Nursery	$ 3,741.20 (Plus interest)	Material
3-24-76	Rexius Fuel & Growing Center	$10,608.49	Material
4-26-76	Kathy E. Cornett	$ 2,158.41	Labor
5-4-76	Russel Snyder	$ 3,000 plus	Labor
9-23-76	Oregon Bureau of Labor	$16,077.69*	Labor

* This claim was later filed directly with the Secretary of State listing the amount at $13,936.69.

Notice of Garnishment filed October 23, 1974, regarding taxes in amount of $399.45 due State Department of Revenue.

Notice of Levy filed June 22, 1976 from IRS, $12,135.94.

Warren Richards
Labor Compliance Officer

WR:mk

G. L. Green
Division Administrator FHWA

April 11, 1977

Jack L. Sollis
Assistant Attorney General

Labor Compliance Violations
Contract No. 8037
Your file number: 1041A.1

In reply to your letter of March 25, 1977, please be advised that in March a meeting was held with the attorneys representing all of the persons claiming wages under this contract and all persons who had furnished material and had claims against the contractor.

It was determined at the meeting that the lien of the Internal Revenue Service was not a priority lien over the other claimants and an agreement was reached with the attorney for the bonding company that we would execute an exoneration agreement between the bonding company and the Department of Transportation which would authorize the utilization of the retainage to pay some of the labor claims and then the bonding company would pay the remaining labor claims and material men claims as quickly as possible.

I have just been in contact with Mr. James Case, the attorney for the bonding company and he is finalizing the exoneration agreement and it should reach us sometime this week.

As soon as the exoneration agreement is executed the retainage will be paid over to the Oregon Department of Labor for payment of claimants that they are representing and the bonding company will immediately set to work making payments to all of the other claimants. This will take care of all of the outstanding claims. The State will then institute a lawsuit against the surity for the costs of completing the project. We have been working on this matter as diligently as we could and the delay in getting the matter concluded has been caused by the attorney for the bonding company failing to prepare the exoneration agreement as quickly as promised. He indicated that it would be ready over three weeks ago and it has taken repeated phone calls in order to get the exoneration agreement prepared.

I will advise you immediately upon execution of the exoneration agreement and also when the claimants have been paid.

JLS:ajb

EXONERATION AGREEMENT

This agreement is made between Fulton Insurance Company, a California corporation, hereinafter referred to as Surety and the State of Oregon, Department of Highways, hereinafter referred to as Obligee, by and through their respective attorneys.

RECITALS

That on or about July 26, 1974, Obligee awarded Contract No. 8037, also known as Beaverton Interchange, to Jon McKinney, dba Landscape Artists, hereinafter referred to as Principal. That the contract amount was $95,356.00 and on or about July 26, 1974, Surety issued a certain bond number BX4-741134 in the penal sum of $95,356.00 naming Landscape Artists as Principal and State of Oregon, Department of Highways under Contract No. 8037 as Obligee.

That Principal failed to pay certain obligations in connection with Contract No. 8037 including sums due for labor and materials. That the claimants have filed and perfected claims with Obligee and Surety. In addition to said claims the Department of Revenue and the Internal Revenue Service have filed claims and the Obligee alleges damages as a result of Principal's default.

Assuming, for the purpose of this agreement only, that all claims including the tax and Obligee claims are valid, the total may well exceed the penal sum of the Surety's Bond. In order to protect Surety from the possibility of exposure over and above the penal sum of said bond and in order to facilitate settlement of valid, perfected and undisputed claims and thereby limit the issues to be resolved between Obligee and Surety, it is agreed as follows:

I.

That the following claims are valid and payable at this time:

Oregon Bureau of Labor	$16,077.00	
Kraemer's Nursery	2,000.00	
Rexius Fuel Service	10,608.49	
Kathleen Cornett	~~2,285.71~~	1803.94
Russell Snyder	~~1,477.50~~	949.77
Total:	~~$32,368.70~~	$31,131.20

II.

At this time the only other potential claims known to the Obligee and Surety are:

Department of Revenue	$ 400.00
Internal Revenue Service	12,135.94

That the tax claims are disputed and a final determination as to their validity as against the Obligee and/or Surety has not been made at this time.

III.

That the Obligee is currently holding the sum of $10,995.86 as retainage on Contract No. 8037.

IV.

That the Obligee and Surety may litigate their disputes and undisputed claims ought not to be included in said litigation; and that the claims listed in paragraph I above are undisputed and have priority over any direct claim by the Obligee, Department of Revenue or Internal Revenue Service.

V.

That the Obligee shall forthwith pay its entire retainage in the sum of $10,995.86 over to the Oregon Bureau of Labor, said funds to be applied by the Oregon Bureau of Labor toward payment of certain labor claims against Contract No. 8037. That Surety shall forthwith pay over to the Oregon Bureau of Labor the sum of $5,081.14 representing the balance of amounts claimed by the Oregon Bureau of Labor against Contract No. 8037. In addition, Surety shall pay all remaining claims listed in paragraph I above.

VI.

That although the Obligee and Surety are unaware of any additional labor or material claims it is acknowledged that such claims may exist and that given a particularly liberal construction of the notice requirements such additional claims could be perfected. That any such claims found to be perfected and valid by the Obligee and by Surety shall be paid from the penal sum of the bond.

VII.

That the Obligee shall exonerate Surety and bond no. BX4-741134 to the extent of payments made to valid claimants pursuant to this agreement.

This agreement contains the entire agreement between the parties and is made in order to facilitate distribution of funds to valid claimants and to limit the issues to be resolved between Obligee and Surety. This agreement is in no way intended to be an admission of any nature as to any potential liability of Surety to Obligee.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed.

DATED: This 13th day of April, 1977.

State of Oregon
Department of Highways

By: Jack I. Sollis
Jack I. Sollis
Assistant Attorney General

DATED: This 15th day of August, 1977.

Balboa Insurance Company

By:
James D. Case
Attorney in fact

8037

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 16, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project LSS-628(5)
Roadside Improvement, Beaverton-Tigard
Labor Compliance Violations

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

It is assumed that the technical problems regarding State and Federal withholding taxes as discussed in Mr. Sollis' June 7 letter will be resolved in the near future. It is requested that you advise us when the funds have actually been turned over to the Department of Labor by the surety and the Department of Transportation. Also, please advise us when the funds are actually dispensed to the individual employees.

If payments have not been made by July 18, 1977, we would like a further status report including an explanation as to why such payments have not been made. A status report of the investigation required under Chapter 418 of the Labor Compliance Manual is also requested.

for G. L. Green

cc:
Region HRC-010.1
" HCM-010

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Inves | R/W | Dsgn | Spec | Adv | File

RECEIVED
JUN 22 1977
LEGAL

#8137

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

June 7, 1977

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

G. L. Green
Division Administrator
Department of Transportation
Federal Highway Administration
Box 300
Salem, OR 97308

RE: Your file: HA.1
Oregon Project LSS-628 (5)
Roadside Improvement, Beaverton-Tigard Highway
Labor Compliance Violations

The employees under this project have not yet been paid as the surity and the Department of Labor are having difficulty working out the payment of federal and state withholding taxes that are required to be paid on behalf of the employees as the employer is now bankrupt and is no longer carrying on business. The surity as regards some claimants and the Department of Labor as to about a dozen claimants, on whose behalf they have filed a claim, have found out that they must file a federal and state income tax withholding form and withhold from the wages due those employees the amount that would have been withheld by the employer. It has been a rather long and involved process getting it worked out especially as the State Department of Revenue has never had this problem come up before and does not have forms available to use to report the income tax withholding. The Highway Division has done all that it can do in order to get the employees paid and until such time as the Department of Labor and the surity's attorney work out the problems on the income tax withholding, there is nothing more that we can do. I have been pressing both the attorney for the surity and the attorney for the State Bureau of Labor to get these matters resolved as quickly as possible so that the Highway Division may pay the retainage directly to the Department of Labor who in turn may pay their claimants and in the meantime the surity will pay the Department of Labor the remaining amount due their claimants and pay all the other claimants for both material and labor. Hopefully this matter should be concluded within the next three or four weeks.

Sincerely yours,

ORIGINAL SIGNED
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: H. S. Coulter C. T. Keasey Jack McLean

Form FHWA 121 (Rev. 8-73)

#8037

UNITED STATES GOVERNMENT

Memorandum

ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 31, 1977

In reply refer to: HA.1

SUBJECT: Oregon Project LSS-628(5)
Roadside Improvement, Beaverton-Tigard
Labor Compliance Violations

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached are two memorandums, one from the Department of Labor and one from FHWA Chief Counsel's office, inquiring as to whether the employees on the subject project have been paid. A report covering the current status of the State's effort regarding the payment of back wages to the affected employees would be appreciated.

FHWA's Assistant Regional Counsel discussed this matter with Assistant State Attorney General Jack Sollis on May 9, 1977. At that time neither the State nor the surety had paid over any funds to the Labor Department but Mr. Sollis was hopeful that this would occur shortly.

Geo. L. Green

Attachments

RECEIVED
STATE HWY ENGR
JUN 1'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

MAY 1 1 1977

Mr. Charles B. Hollis
Acting Assistant Chief Counsel
for General Law
Federal Highway Administration
U. S. Department of Transportation.
Washington, D. C. 20591

Dear Mr. Hollis:

Re: Landscape Artists
Eagle Creek, Oregon
Contract No: 8037
Roadside Improvement
Beaverton-Tigard Highway
Our File No: ORE-76-657

This is in reference to our letter of November 8, 1976, concerning this firm's performance on the above contract.

We would appreciate a report on your actions regarding the payment of the back wages.

Sincerely,

Dorothy P. Come

Dorothy P. Come, Director
Division of Government
Contract Regulations

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

Landscape Artists
Eagle Creek, Oregon
Contract No: 8037
Roadside Improvement
Beaverton-Tigard Highway
Labor File No: ORE-76-657

DATE: 17 MAY 1977

In reply refer to: HCC-50.3

SUBJECT:

FROM: Acting Assistant Chief Counsel
for General Law

TO: Mr. L. E. Lybecker
Regional Federal Highway Administrator
HRA-010 Portland, Oregon
ATTN: Mr. R. B. Rutledge
Regional Counsel

It is my recollection that at the Regional Counsels' meeting last month you stated that the surety was assuming the obligation of paying back wages due employees of the subject contractor.

It would be appreciated if we could have a written statement to that effect to forward to the Labor Department in response to its May 11, 1977, letter, a copy of which is attached.

T. B. Foote

Attachment

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Landscape Artists
Eagle Creek, Oregon
Contract No: 8037
Roadside Improvement
Beaverton-Tigard Highway
Labor File No: ORE-76-657

DATE: 17 MAY 1977

In reply refer to: HCC-50.3

SUBJECT:

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for General Law

TO: Mr. L. E. Lybecker
Regional Federal Highway Administrator
HRA-010 Portland, Oregon
ATTN: Mr. R. B. Rutledge
Regional Counsel

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T. E. Foote

Attachment

#8037 ... Wood Fill

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RECITALS

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That Principal failed to pay certain obligations in connection with Contract No. 8037 including sums due for labor and materials. That the claimants have filed and perfected claims with Obligee and Surety. In addition to said claims the Department of Revenue and the Internal Revenue Service have filed claims and the Obligee alleges damages as a result of Principal's default.

Assuming, for the purpose of this agreement only, that all claims including the tax and Obligee claims are valid, the total may well exceed the penal sum of the Surety's Bond. In order to protect Surety from the possibility of exposure over and above the penal sum of said bond and in order to facilitate settlement of valid, perfected and undisputed claims and thereby limit the issues to be resolved between Obligee and Surety, it is agreed as follows:

I.

That the following claims are valid and payable at this time:

Oregon Bureau of Labor	$16,077.00	
Kraemer's Nursery	2,000.00	
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Kathleen Cornett	~~2,225.74~~	1303.94
Russell Snyder	~~1,477.50~~	949.77
Total:	~~$32,388.73~~	$31,131.20

JLG

NOTED
... HEAD

II.

At this time the only other potential claims known to the Obligee and Surety are:

Department of Revenue	$ 400.00
Internal Revenue Service	12,135.94

That the tax claims are disputed and a final determination as to their validity as against the Obligee and/or Surety has not been made at this time.

III.

That the Obligee is currently holding the sum of $10,995.86 as retainage on Contract No. 8037.

IV.

That the Obligee and Surety may litigate their disputes and undisputed claims ought not to be included in said litigation; and that the claims listed in paragraph 1 above are undisputed and have priority over any direct claim by the Obligee, Department of Revenue or Internal Revenue Service.

V.

That the Obligee shall forthwith pay its entire retainage in the sum of $10,995.86 over to the Oregon Bureau of Labor, said funds to be applied by the Oregon Bureau of Labor toward payment of certain labor claims against Contract No. 8037. That Surety shall forthwith pay over to the Oregon Bureau of Labor the sum of $5,081.14 representing the balance of amounts claimed by the Oregon Bureau of Labor against Contract No. 8037. In addition, Surety shall pay all remaining claims listed in paragraph I above.

VI.

That although the Obligee and Surety are unaware of any additional labor or material claims it is acknowledged that such claims may exist and that given a particularly liberal construction of the notice requirements such additional claims could be perfected. That any such claims found to be perfected and valid by the Obligee and by Surety shall be paid from the penal sum of the bond.

VII.

That the Obligee shall exonerate Surety and bond no. BX4-741134 to the extent of payments made to valid claimants pursuant to this Agreement.

This agreement contains the entire agreement between the parties and is made in order to facilitate distribution of funds to valid claimants and to limit the issues to be resolved between Obligee and Surety. This agreement is in no way intended to be an admission of any nature as to any potential liability of Surety to Obligee.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed.

DATED: This 13th day of April, 1977.

State of Oregon
Department of Highways

By: Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

DATED: This 15th day of ~~April~~ August, 1977.

Balboa Insurance Company

By: James D. Case
James D. Case
Attorney in fact

XC: Cecil Head

8037

FHWA 121 (Rev. 6-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, ORegon 97308

DATE: March 25, 1977

In reply refer to: 1041A.1

SUBJECT: Oregon Project LSS-628(5)
Beaverton-Tigard Interchange Sec.
Labor Compliance Violations

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Labor compliance violations on this project were discussed with Mr. Sollis early in January. A suit against the bankrupt contractor's surety was planned within a few weeks. The suit would include a claim for all unpaid wages. It was also confirmed at this meeting that the State recognizes and accepts its responsibility to pursue in a timely manner an investigation in accordance with Chapter 418 of the Labor Compliance Manual.

I would appreciate an early status report on progress being made to resolve this serious labor violation.

for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 28 '77
REFER TO
Keasey
FOR

8037

March 1, 1977

Mr. Bill Wiley
c/o Butler, Husk & Gleaves
P. O. Box 1147
Eugene, OR 97401

Dear Mr. Wiley:

As requested by your recent telephone call, we are enclosing a certified copy of Contract No. 8037 with Landscape Artists for roadside improvement on the Beaverton Interchange Section of the Beaverton-Tigard Highway in Washington County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enc.

BUTLER, HUSK & GLEAVES
LAW OFFICES
EIGHTH FLOOR, 975 OAK STREET
P. O. BOX 1147
EUGENE, OREGON 97401

TELEPHONE
(503) 686-8833

EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
ARLEN C. SWEARINGEN
HAROLD D. GILLIS
ERIC L. LARSEN
STANDLEE G. POTTER
THOMAS H. HOYT
CHARLES D. MORGERO
THOMAS M. ALLEN
JOHN F. ROCCA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN D. LANE
WILLIAM S. WILEY
THOMAS J. PETERSON

Fran

March 1, 1977

Cecil Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

By way of this letter I wish to confirm my telephone request this date that you provide the undersigned with a certified true copy of the executed performance bond pertaining to contract No. 8037 awarded July 8, 1974 to Landscape Artists as contractor.

Thank you for your prompt attention to this matter.

Very truly yours,

William S. Wiley

William S. Wiley

va

NOTED
C. W. HEAD

RECEIVED
MAR 2 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7037

*U.S. GOVERNMENT PRINTING OFFICE: 1974 — 738 • 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

1 5 77

STATE COPY

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

IN COMPANY WITH: Al Harwood, Marion Craft, Jim Cochell, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-5-~~76~~ 77	W. H. Bryant, Area Engineer	LSS-628(5)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
See below	See below	100 %	100 %

BEAVERTON INTERCHANGE SECTION
BEAVERTON-TIGARD HIGHWAY
Roadside Improvement

This project provided for the furnishing and planting of trees (160), shrubs (3800) and vines (60,000) along with the furnishing and placing of 350 cu. yds. of topsoil and 430 units of bark mulch. A contract in the amount of $95,356 was awarded Landscape Artists on July 8, 1974 with a completion date of December 31, 1974 specified for the original planting work and the fall of 1975 for the end of the establishment period.

Work began on 9-10-74 and the original planting completed in reasonable close conformance with the approved plans and specifications at a final estimated cost of $92,700 on 12-31-74. A semi-final inspection of the original plantings was made the week of 1-18-75 and the work accepted. Subsequent to the final inspection, little or no establishment work was performed as required by the specifications until January 1976 at which time the contractor removed the visible weeds from the 10.4 acre landscaped area. These weeds, along with a considerable amount of bark mulch, were left along the on and off ramps in unsightly rubbish piles until partially removed several weeks later. A chronological listing of the resident engineer's efforts to get the contractor to comply with his contractual obligations is attached to the Division Office copy of this report.

On August 30, 1976, the contractor took out bankruptcy and on Sept. 20, 1976, the State terminated the contract for failure to complete the contract under the terms and conditions thereof.

On April 13, 1976, the State requested that Balboa Insurance Co. (bonding company) take over the project and complete it as quickly as possible. No action was taken by the bonding company, so the Highwy Division requested its legal counsel to contact the bonding company's attorney. On August 16, 1976, Balboa Insurance Co. denied any liability on the part of the bonding company to complete the work and indicated that Balboa Insurance Co. would not accept any liability whatsoever.

-more-

LSS-628(5) 1-5-76

During the month of July 1976 twelve (12) claims totaling $16,077.69 for back wages were filed with the -Bureau of Labor. In addition, the Internal Revenue Service has filed a tax lien against the contractor in the amount of $12,000. Several other claims for labor and materials furnished have also been filed against the contractor.

On October 11, 1976, a State contract in the bid amount of $44,252.80 was awarded Harmony Gardens to perform all work necessary to bring this project to a satisfactory and acceptable condition for final acceptance. All work on this contract was completed on December 31, 1976, at a final estimated cost of $60,895.95.

At the time of this inspection all work specified under the original contract has been completed in an acceptable manner. Acceptance of the work is therefore recommended; however, final acceptance of the project is not recommended until such time as the claims discussed above have been settled in a satisfactory manner.

At the present time, the State is preparing to bring suit against the surety Balboa Insurance Co. for the cost of completing the work under the second State contract as well as payment of all outstanding claims.

8037

NOTED
H. S. COULTER

G. L. Green
Division Administrator

December 27, 1976

Jack L. Sollis
Assistant Attorney General

Your file 1041A.1
Oregon Project LSS-628 (5)
Beaverton - Tigard Interchange Section
Labor Compliance Violations

RECEIVED
STATE HWY ENGR
DEC 28 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The subject matter of your memo of December 6, 1976 concerning the above contract has been referred to me for reply.

I have previously discussed the terms of the letter with Mr. Valach and as he is on vacation will reply to some of the information he has furnished.

I have reviewed all of the federal statutes and regulations and the project agreement between the State and the Federal Highway Administration and can find nothing in any of those that makes the State a guarantor that the wages for employees of federal aid projects will be paid. I do find provisions that require the State to have a performance bond that will guarantee payment of any wage claims in the event that the contractor does not pay the claims. There are also provisions where the State may deduct from retainage held by the State on a contract an amount sufficient to cover such wage claims.

This particular contract is unique in that the contractor has gone bankrupt. Prior to the contractor going bankrupt the State terminated the contract and let another contract to complete the job. At the time most of the wage claims were filed, the contractor owed the State in excess of the retainage for damages for failure to complete the contract. It is anticipated that the total damages owed the State may be in the vicinity of $70,000. This would encompass the damages suffered by the State as a result of the contractors default and the cost of the State in completing the project.

Under federal law and regulations and under state law the wage claimants through the State Bureau of Labor have a right of action against the surity for the amount of the wage claims and at the present time we are working with the Bureau of Labor in aneeffort to get the matter resolved and to take action against the surity in the event that is necessary.

It appears from your letter that the FHWA is contending that the State is an absolute guarantor that these wages will be paid and that even though the State has had the contractor furnish a performance bond that the State is still obligated to pay from its own funds any wages that may be due laborers under such a contract and then in turn attempt to collect such funds from the surity. It is my interpretation that where a performance bond has been executed that this is the only obligation that the State has and that the laborers have a right of action against the bond if the claim has been properly filed (as it has been in this case) and that the State merely has

to cooperate in whatever manner is necessary in taking action against the surity to collect the funds.

The second contract which was let is scheduled for completion on the first of January and if the surity for Landscape Artists does not make prompt payment of the claims by the State, we shall institute legal proceedings as quickly as possible in order to collect from them.

As above stated we are working with the Bureau of Labor and will make every effort possible to expedite action against the surity to require it to pay the wage claims that have been filed by the Bureau of Labor. If you would like to meet and discuss this matter, I would be most happy to do so.

JLS:sjb

8037

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 6, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project LSS-628(5)
Beaverton-Tigard Interchange Section
Labor Compliance Violations

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

This office was recently informed of several labor compliance violations by Landscape Artists, the contractor on the subject project. The attached information indicates that Landscape Artists failed to pay 12 employees on this project a total of $16,077.69. Since the contract has been terminated and the contractor has declared bankruptcy, the Highway Division is obligated to assure that the employees are paid the full amount due them pursuant to 23 U.S.C. 113 and the project agreement for the project.

I understand the State has retained some $10,000 on this contract. This $10,000, along with an additional $6,077.69 from State funds should be used to pay these employees. The State could then proceed to collect this amount , as well as any other costs incurred to complete the project, from the performance bond surety.

Based upon the facts contained in the attachment, it appears that a recommendation to disbar both Landscape Artists and the owners is in order, not withstanding the fact that they have already declared bankruptcy.

Please feel free to call me if you have any questions concerning this matter.

for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 7 '76
REFER TO
Keasey
FOR
INFO OR SIG
X

Attachment

cc:
Region 10RC.1

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

NOV 9 1976

Mr. Norman MacPhee
General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20591

Dear Mr. MacPhee:

LSS-628(5)
100% Federal Funds
"Beautification Money"

Re: Landscape Artists
Eagle Creek, Oregon
Contract No: 8037
Roadside Improvement,
Beaverton Interchange Section
Beaverton-Tigard Highway
Washington County, Oregon
Our File No: ORE-76-657

The enclosed material concerns an investigation of Landscape Artists by the State of Oregon Bureau of Labor during the firm's performance on the above-cited contract which was totally funded by your Department.

According to the information forwarded by our Seattle Regional Office, the firm has filed bankruptcy, has failed to complete the project work, and owes 12 employees $16,077.69 in Davis-Bacon Related Acts back wages. In addition, the Internal Revenue Service has filed a tax lien against the firm in the amount of $12,000. To date, the Bureau of Labor has been unsuccessful in its requests to have the State Highway Department turn over sufficient monies from funds remaining due on the contract to cover the underpayments. In this regard, in a letter dated September 17, 1976, Mr. Jack L. Sollis, Assistant Attorney General for the State of Oregon, informed the Bureau of Labor that the retainage (in excess of $10,000) would be applied against the cost of completing the project.

In view of the large amount of the back wages and the circumstances in this case, we would appreciate your looking into this situation as soon as possible and your taking the necessary action to see that monies are withheld, for the wage underpayments. As you know, the Comptroller General has ruled that Davis-Bacon underpayments have precedence over tax liens and therefore, we do not anticipate that that factor should have any impact on the resolution of this matter.

Sincerely,

for Ray J. Dolan
Assistant Administrator

Enclosure

8037

October 13, 1976

Ralbea Insurance Co.
620 Newport Center Drive
Newport Beach, California 92660

Gentlemen:

Attached is a copy of a letter dated October 6 to the Secretary of State from Albert L. Menasha, Assistant Attorney General, with copies of individual wage claims.

These claims appear to be in connection with the Landscape Artists' Contract No. 8037, Beaverton Interchange, Beaverton-Tigard Highway in Washington County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkm

Attn.

cc Landscape Artists
Route 1, Box 93
Eagle Creek, OR 97022

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
PORTLAND, OREGON 97201

October 6, 1976

CERTIFIED MAIL
No. 980795

Mr. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Roadside Improvement, Beaverton Interchange
Contract Number 8037

Dear Secretary Myers:

Enclosed for filing, pursuant to ORS 279.528, please find claims filed by Bill Stevenson, Commissioner of the Oregon Bureau of Labor, as assignee of the wage claims of Tom Baker, Mary Ann Cates, Michael Grace, Shauna Hawkey, John Herbanrather, Terry Lehman, Steven Lenoir, Maria Mancano, Marcia Matusalem, Flora Rego, Debra Stetcher and David Sustayta, Jr.

Sincerely,

Albert L. Menashe
Assistant Attorney General

cp
enclosures

cc: Vernon E. Skoog, Controler
Oregon State Highway Division

cc sent Certified, No. 980796

RECEIVED
1976

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Tom Baker, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $1,201.31. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$1,201.31
Less Paid:	0
Amount Due:	$1,201.31

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /S/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Mary Ann Cates, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $1,190.26. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$1,190.26
Less Paid:	0
Amount Due:	$1,190.26

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Michael D. Grace, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $1,510.85. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$1,510.85
Less Paid:	0
Amount Due:	$1,510.85

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of ~~Shauna L. Hawkey~~, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $~~1,672.99~~. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$1,672.99
Less Paid:	0
Amount Due:	$1,672.99

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of John Hergenrather, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $954.42. A description of the work, labor and services is set out below:

Work Performed: landscape work

Period: 11/14/75 to 1/21/76

Rate of Pay: $ [illegible] hour

Amount Earned: $954.42

Less Paid: 0

Amount Due: $954.42

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Terry Lehman, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $1,396.62. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$1,396.62
Less Paid:	0
Amount Due:	$1,396.62

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Steve Lenoir, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $877.03. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.47 per hour
Amount Earned:	$877.03
Less Paid:	0
Amount Due:	$877.03

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By Isl Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Maria Mancano, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $1,894.09. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$1,894.09
Less Paid:	0
Amount Due:	$1,894.09

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Marcia K. Metusalem, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $976.53. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$976.53
Less Paid:	0
Amount Due:	$976.53

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By /s/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Flora Rego, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $ 869.66. A description of the work, labor and services is set out below:

Work Performed: landscape work

Period: 11/14/75 to 1/21/76

Rate of Pay: $7.37 per hour

Amount Earned: $869.66

Less Paid: 0

Amount Due: $869.66

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By Is/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Debra Stetcher, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $176.88. A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$176.88
Less Paid:	0
Amount Due:	$176.88

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By Isl Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, Oregon 97310

Oregon Transportation Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Jon B. McKinney, dba Landscape Artists
Beaverton Interchange
Roadside Improvement
Contract No. 8037

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of David Sustayta, Jr., hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Jon B. McKinney, dba Landscape Artists, which claim is in the sum of $ 1,216.05 . A description of the work, labor and services is set out below:

Work Performed:	landscape work
Period:	11/14/75 to 1/21/76
Rate of Pay:	$7.37 per hour
Amount Earned:	$1,216.05
Less Paid:	0
Amount Due:	$1,216.05

This claim is asserted against the bond taken from Jon B. McKinney, dba Landscape Artists, as principal, with Balboa Insurance Company, as surety, for the work of landscape work performed for the benefit of Oregon Transportation Commission, Oregon State Highway Division, a public body.

By Is/ Bill Stevenson

COMMISSIONER
Oregon Bureau of Labor

8037

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

October 5, 1976

Mr. Boyd J. Long
Attorney at Law
17th Floor Standard Plaza
Portland, OR 97204

RE: Bankruptcy of Jon B. McKinney dba Landscape Artists - Contract #8037

Dear Mr. Long:

In reply to your letter of September 24, 1976 please be advised that the claims and garnishments that we have on record are as follows:

11-13-75	Kraemer's Nursery	$3,741.20	(plus interest)
3-24-76	Rexius Fuel & Growing Center	$10,608.49	Material furnished
4-26-76	Kathy E. Cornett	$2,158.41	Labor
5-4-76	Russell Snyder	$3,000.00	Labor
9-23-76	Bureau of Labor, for wages due various claimants	$16,077.69	
6-22-76	Levy from IRS	$12,200.00	Federal taxes due
10-23-74	State Department of Revenue	$ 399.45	

Those are all of the claims that we have at the present time. The amount of retention is somewhat in excess of $10,000.00 and the Highway Division estimate of completing the contract is approximately $80,000.00. Thus, with all of the claims that are pending and the cost of completing the contract as against the original performance bond of $95,000.00 I do not see any way that there will be anything left over for your client from any of the proceeds due under this contract.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb
cc: Cecil Head

203.1

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Salem, Oregon.....

NOTED
H. S. COULTER

DATE October 1, 1976

TO MEMO TO FILE

ORIGINAL SIGNED
R. L. SCHROEDER

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Proposed Beaverton Interchange Landscaping
Completion Contract (After 8037)

Proposals for the subject project were released late last week for an October 7 bid opening. As released, this is on the basis of a State project with only the usual State provisions included and, for the first time, a new listing of State prevailing wage rates. The Oregon Bureau of Labor has recently informed the Highway Division and others that the Labor Commissioner had concluded there is presently no determination as to the prevailing rate of wage for landscape laborers. The wage rate lists in the past have included such a term.

A question was raised whether the State should release an amendment letter to all plan holders specifically pointing out to them the absence of a landscape laborer rate. The concensus opinion and the advice of our Chief Counsel was that such a clarifying letter should be released in order to try to keep the basis of bidding equal.

Consideration of this matter led to a second question as to whether this new contract should include all the federal-aid provisions, since the original contract 8037 was a federal-aid project. Does the completion contract have to be conducted the same as a federal-aid project? Several factors were considered. Time is of the essence in completing this project. The cost of completion may only escalate further with further delay. Since the State will be seeking reimbursement from the first contract bonding company for the cost of the completion work, we must make every effort to complete the project economically and expeditiously. Mr. Cusack of FHWA advised that he thought the chances for any further federal-aid participation exceeding the amount of the original contact are "practically nil". This question was asked of him in

203.1

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Salem, Oregon.....

ROUTED
H. S. COULTER

DATE October 1, 1976

TO MEMO TO FILE

ORIGINAL SIGNED
R. L SCHROEDER

FROM R. L. Schroeder
Assistant State Highway Engineer

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Completion Contract (After 8037)

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Consideration of this matter led to a second question as to whether this new contract should include all the federal-aid provisions, since the original contract 8037 was a federal-aid project. Does the completion contract have to be conducted the same as a federal-aid project? Several factors were considered. Time is of the essence in completing this project. The cost of completion may only escalate further with further delay. Since the State will be seeking reimbursement from the first contract bonding company for the cost of the completion work, we must make every effort to complete the project economically and expeditiously. Mr. Cusack of FHWA advised that he thought the chances for any further federal-aid participation exceeding the amount of the original contact are "practically nil". This question was asked of him in

the context of what the State's position would be if we are unsuccessful in recovering all of the added completion cost from the bonding company.

After these contacts with Mr. Cusack and further discussion with Chief Counsel Barrie, the decision was reached to continue on the basis of a State project. The only change now contemplated is to simply point out by an amendment letter the absence of a landscape laborer's rate in the required wages.

THIS COPY FOR

cc H. S. Coulter
E. S. Hunter
C. T. Keasey
E. L. Hardt
Walter L. Barrie

JAB:fr:ab

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

37

Files

9-30-76

CLAIMS FILED AGAINST CONTRACT 8037 WITH LANDSCAPE ARTISTS, Beaverton Interchange, Beaverton-Tigard Highway, Washington County. (As of 9-30-76)

Filing Date With Secretary of State	Person Filing Claim	Amount	For
11-13-75	Kraemer's Nursery	$ 3,741.20 (plus interest)	Various planting stock
3-24-76	Rexius Fuel & Growing Center	$10,608.49	Material
4-26-76	Kathy E. Cornett	$ 2,158.41	Labor
5-4-76	Russel Snyder	$ 3,000.00 (in excess)	Labor
9-23-76	Paul R. Tiffany, Bur. of Labor, for wages due various claimants.	$16,077.69	wages

Notice of Garnishment filed October 23, 1974, regarding taxes in amount of $399.45, due State Department of Revenue.

Notice of Levy filed June 22, 1976, from IRS.

copy to Jack Sallis
9/30/76

8037

4files

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 22, 1976

Hon. Clay Myers
Secretary of State
121 State Capitol Bldg.
Salem, OR 97310

RECEIVED
SEP 2 1 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5125

FILED
SEP 2 3 1976
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
9-27-76

Dear Mr. Myers:

Attached for filing is a letter with attachment dated September 16, 1976 from Paul R. Tiffany, Wage and Hour Division, Bureau of Labor, concerning wages due various claimants in the amount of $16,077.69.

Mr. Tiffany's letter states this is in reference to the Landscape Artists Contract No. 8037, roadside improvement on the Beaverton Interchange Section of the Beaverton-Tigard Highway in Washington County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RECEIVED
SEP 2 3 1976
CLAY MYERS
SECRETARY OF STATE

CWH:kkr

Attachments

cc: Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

Landscape Artists
Route 1, Box 93
Eagle Creek, OR 97022

Mr. Paul R. Tiffany
Assistant Administrator
Wage and Hour Division
Oregon Bureau of Labor
1400 S.W. 5th Avenue
Portland, OR 97201

Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

8037.1

bc: J. S. Hunter
R. L. Schroeder
J. L. Sollis
C. T. Keasey
E. L. Hardt
James Cochell
V. E. Skoog
C. W. Head--Please record as a claim under this contract.

September 21, 1976

Mr. Paul R. Tiffany
Assistant Administrator
Wage and Hour Division
Oregon Bureau of Labor
1400 S.W. 5th Avenue
Portland, OR 97201

Dear Mr. Tiffany:

Wage Claim Demands
Highway Division Contract #8037
Landscape Artists

In reply to your September 16 letter and upon advise of legal counsel, I must decline disbursement to you of any funds we now have on hand under this contract.

The contractor failed to complete the work on this contract and the contract has now been terminated. The Highway Division will be letting another contract to complete the work that was scheduled to be done under the above contract and will be looking to the contractor and/or his surety for the costs involved in completing the work.

Although we do have monies on hand now due the contractor, they are not sufficient to pay the estimated costs of completing the job.

As the provisions of ORS 279.314 are discretionary, we must decline to make any payment at this time. I would suggest that you present your claim to the surety for the contractor, Balboa Insurance Company, 620 Newport Center Drive, Newport Beach, CA 92660.

Very truly yours,

H. S. Coulter
State Highway Engineer

JLS:ajb ia

DALE E. WARD
DEPUTY COMMISSIONER

BILL STEVENSON
COMMISSIONER

OREGON BUREAU OF LABOR
September 16, 1976

Portland Office
Tel. 229-5750

Mr. Scott Coulter
State Highway Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Highway Division Contract #8037,
Landscape Artist

Dear Mr. Coulter:

Please find attached Summary of Wage Claims Filed. Said wage claims have been filed with this office for work performed on subject contract. Wages due the claimants are pursuant to ORS 279.350, which requires that the prevailing wage be paid for labor performed on Public Works Contracts. Said prevailing wage appears in subject contract.

Under the provisions of ORS 279.314, demand is made upon you for the amount of $16,077.69. This demand is made upon you in the name of the Bureau of Labor as assignee for twelve (12) wage claimants.

Please remit the amount specified to this office for disbursement to the claimants. Your cooperation would be appreciated.

Sincerely,

Paul R. Tiffany

Paul R. Tiffany,
Assistant Administrator
Wage and Hour Division

PRT:eb

9-17-76

RECEIVED
STATE HWY ENGR
SEP 17 '76
REFER TO
FOR

[illegible] MEDFORD COOS BAY BEND PENDLETON

SUMMARY OF WAGE CLAIMS FILED

NAME	DATE	AMOUNT
Baker, Tom	11-6-75 to 1-21-76	$1,470.32
Cates, Mary Ann	11-10-75 to 1-16-76	1,370.82
Grace, Michael	11-6-75 to 1-21-76	1,772.49
Hawkey, Shauna	11-6-75 to 1-16-76	1,989.90
Herganrather, John	11-6-75 to 1-20-76	1,064.97
Lehman, Terry	11-17-75 to 1-21-76	1,396.62
Lenoir, Steven	11-6-75 to 1-20-76	1,153.41
Mancano, Maria C.	11-6-75 to 1-16-76	2,144.67
Matusalen, Marcia K.	12-11-75 to 1-16-76	976.53
Rego , Flora	11-14-75 to 1-16-76	869.66
Stetcher, Debra	11-6-75 to 1-16-76	460.63
Sustayta, David Jr.	11-10-75 to 1-20-76	1,407.67
	12 claimants due	16,077.69

8037

1/9

BUTLER, HUSK & GLEAVES
LAW OFFICES
EIGHTH FLOOR, 975 OAK STREET
P. O. BOX 1147
EUGENE, OREGON 97401

TELEPHONE
(503) 686-8833

EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
ARLEN C. SWEARINGEN
HAROLD D. GILLIS
ERIC L. LARSEN
STANDLEE G. POTTER
THOMAS H. HOYT
CHARLES O. MORGEN
THOMAS M. ALLEN
JOHN F. ROCCA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN D. LANE
WILLIAM S. WILEY

September 20, 1976

Jack L. Sollis
Assistant Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Re: Landscape Artists - Rexius State of Claim

Dear Mr. Sollis:

The purpose of this letter is to confirm our conversation this date, particularly your confirmation that the Statement of Claim filed by Marvin L. Rexius on behalf of Rexius Fuel and Growing Center on March 17, 1976, is a valid claim against Balboa Insurance Company, the surety for Landscape Artists under contract numbers 8037 and 8038, and that no further action by Rexius is necessary to maintain that status.

I will await your response concerning my question regarding the source of the requirement that notice be given to a bonding company before an assignment of claim will be honored. I thank you in advance for your aid in answering this question and for your assistance this date in reconstructing the occurrences prior to termination of contract numbers 8037 and 8038 by the State of Oregon.

Very truly yours,

William S. Wiley

va

cc: Cecil Head - State of Oregon Highway Division
Marvin Rexius - Rexius Fuel

RECEIVED
SEP 20 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8037

FORM 81.706.0004

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Beaverton Interchange	SECTION: Beaverton Interchange	WEEK ENDING: 9/18/76
CONTRACTOR: Landscape Artists	HIGHWAY: Beaverton-Tigard	SECTION PROFILE: 134-0908
DATE OF CONTRACT: 7/8/74	KIND OF WORK: Roadside Improvement	COUNTY: Washington
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 8037	FEDERAL AID PROJECT NUMBER: Ibs-628(5)
PROJECT AUTHORIZATION: $ 109,297.12	DATE WORK STARTED: 7/10/74	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $ 99,751.52	SPECIFIED WORK DAYS:	WORK DAYS USED:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 96,225.12	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %	SPECIFIED COMPLETION DATE: 12/31/74	PERCENT OF TIME ELAPSED: 100
	ENGINEERING AUTHORIZATION: $ 9,545.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 88
	ENGINEERING COST TO DATE: $ 14,073.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78
	PERCENT OF AUTHORIZATION: 147 %	DATE PROJECT WAS COMPLETED: 12/31/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Topsoil	Trees	Shrubs	Vines	Bark Mulch
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			350	160	3,800	60,000	430
TOTAL QUANTITIES CORRECTED TO DATE			299	155	14,100	Deleted	408
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			299	155	14,100		408
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Showers			
MONDAY	13	Foggy-Fair			
TUESDAY	14	Showers-Cloudy			
WEDNESDAY	15	Fair			
THURSDAY	16	Showers			
FRIDAY	17	Cloudy			
SATURDAY	18	Cloudy			

Routing: Keasey, Hunt, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
SEP 20 1976
CONSTRUCTION
SECTION

8.37

FORM 01-736-0804

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Beaverton Interchange	SECTION: Beaverton Interchange	WEEK ENDING: 9/18/76
		SECTION PREFIX: 134-0908
	HIGHWAY: Beaverton-Tigard	COUNTY: Washington
CONTRACTOR: Landscape Artists	KIND OF WORK: Roadside Improvement	
DATE OF CONTRACT: 7/8/74	CONTRACT NUMBER: 8037	FEDERAL AID PROJECT NUMBER: Iss-628(5)
	DATE WORK STARTED: 7/10/74	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 109,297.12	SPECIFIED COMPLETION DATE: 12/31/74	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 99,751.52	ENGINEERING AUTHORIZATION $ 9,545.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 88
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 96,225.12	ENGINEERING COST TO DATE $ 14,073.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 147 %	DATE PROJECT WAS COMPLETED: 12/31/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Topsoil	Trees	Shrubs	Vines	Bark Mulch
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			350	160	3,800	60,000	430
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AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Showers			
MONDAY	13	Foggy-Fair			
TUESDAY	14	Showers-Cloudy			
WEDNESDAY	15	Fair			
THURSDAY	16	Showers			
FRIDAY	17	Cloudy			
SATURDAY	18	Cloudy			

Keasey Rogers
Bond Richards
Jackmond Glenn
Harwood Berg
Johnsen
Walker

RECEIVED
SEP 20 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No work
MONDAY 13	No work
TUESDAY 14	No work
WEDNESDAY 15	No work
THURSDAY 16	No work
FRIDAY 17	No work
SATURDAY 18	No work

REMARKS

Do to the failure of Landscape Artists to complete the contract under its terms and conditions, the Oregon Transportation Commission authorized the termination of this contract on September 10, 1976. It is my understanding a new contract will be let to complete this project, therefore this will be the last Weekly Report on this contract.

cc: Construction
FHWA
Region
Landscape
File

SIGNED J. W. Cockell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8037

9-15-76

File

CLAIMS FILED AGAINST CONTRACT 8037 WITH LANDSCAPE ARTISTS, Beaverton Interchange, Beaverton-Tigard Highway, Washington County. (As of 9-15-76)

Filing Date With Secretary of State	Person Filing Claim	Amount	For
11-13-75	Kraemer's Nursery	$ 3,741.20 (plus interest)	Various planting stock
3-24-76	Rexius Fuel & Growing Center	$10,608.49	Material
4-26-76	Kathy E. Cornett	$ 2,158.41	Labor
5-4-76	Russel Snyder	$ 3,000.00 (in excess)	Labor

Notice of Garnishment filed October 23, 1974, regarding taxes in amount of $399.45, due State Department of Revenue.

Notice of Levy filed June 22, 1976, from IRS.

8037

bc C. W. Mead
R. A. Burc.
F. S. Klaboe
E. S. Hunter
R. L. Schroeder
Jack L. Sollis
E. L. Hardt
C. T. Kassey
Marion Craft
James Cochell
cc Rod Nicol

September 10, 1976

SPECIAL DELIVERY

Landscape Artists
385 West Powell
Gresham, OR 97030

Gentlemen:

Termination of Contract No. 8037
Roadside Improvement
Beaverton Interchange, Beaverton-Tigard Highway

Pursuant to Section 108.11 of the Oregon Highway Division's Standard Specifications for Highway Construction, you are hereby notified that the above contract will be terminated on September 20, 1976. This action was authorized by the Oregon Transportation Commission on September 10, 1976. The contract is being terminated because of your failure to complete the contract under the terms and conditions thereof.

The Highway Division will complete the work specified in the contract by whatever method it deems expedient and will look to you or your surety for all costs incurred in the completion of said work.

Very truly yours,

H. S. Coulter
State Highway Engineer

cc/Certified Mail:
Mr. James D. Case
Attorney at Law
4425 S.W. Corbett St.
Portland, OR 97201

Balboa Insurance Co.
620 Newport Center Drive
Newport Beach, CA 92660

8037

DATE: September 9, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Termination of Contract 8037

Bids were opened on this contract June 27, 1974. The contract involved the landscaping of the Beaverton Interchange on the Beaverton-Tigard Highway. The engineers estimate for the project was $104,628.00, and the low bid (Landscape Artists) was $95,356.00. The second low bid was $112,445.50. The contract was awarded to Landscape Artists and the contract was sent on July 16, 1974, with a completion date of December 31, 1974 for the original planting work. In addition to the original planting work, under provisions of Section 682.42 of the Standard Specifications, the contractor was to maintain the landscape area during an establishment period which would have carried through the fall of 1975. The normal retainage of 5 percent was withheld and an additional 10 percent retainage withheld on the planting items. There is presently due the contractor under this contract the sum of $10,995.86.

The final inspection of the original planting was made the week of January 18, 1975, and the work was accepted. In April 1975 the contractor was advised that there was a heavy weed growth in the contract area and was asked when he would begin his maintenance work. On April 30 he submitted a plan for chemically controlling the weeds as soon as the weather permitted. The contractor did not do any work during May. On June 11, 1975 a second letter was sent instructing the contractor to take immediate steps to eliminate the weeds. On June 17 the contractor had two men at work hand weeding; they worked for four days and stopped. The weather from June 20 to July 5 was rainy and overcast, but from July 6, to August 26, 1975, it was generally fair with no measurable rain. On July 9 a third letter was sent to the contractor advising that the work had not been satisfactory and that work was to start no later than July 21 to complete the project. On July 21 two men weeded for one day. On August 12, 1975 the contractor began weeding again; four people worked from August 12 until August 27 (12 work days).

On September 11, 1975 a letter was sent to the contractor asking for certified payrolls. A letter was also sent to the bonding company by the resident engineer advising of the contractor's failure to do the required work and asking the surety to take whatever action was necessary to bring the project to completion (the contractor was sent a copy of this letter). The weather from August 31, 1975 to October 2, 1975 was fair, and work could have been done during this period.

On November 12, 1975 work began and continued full time until January 21, 1976; the work force averaged ten people. Weather during this time was unsettled with frequent showers; there were very few days without rain or showers. The weeds removed during this time were piled along the road for pickup.

On February 11, 1976 the contractor was again told, by the resident engineer, to finish the project, and on March 9, 1976 an attempt was made to contact the contractor by phone, but he could not be located. Similar efforts were made on March 15 and 16. On April 7, 1976 the Construction office called Balboa Insurance (the bonding company) and was advised that their Oregon representative was a Portland attorney, James D. Case. On April 13, 1976 the State Highway Engineer addressed a letter to Balboa Insurance Company requesting that they take over the job and complete it as quickly as possible. Nothing was done by the bonding company, so the Highway Division requested its legal counsel to contact attorney James Case. Mr. Case was contacted on July 14, 1976 and agreed to a meeting on July 19.

On August 16, 1976 Mr. Case, representing Balboa Insurance Company, denied any liability on the part of the bonding company to complete the job and indicated that Balboa Insurance would not accept any liability whatsoever.

Based on the contractor's failure to perform the job and on the provisions of Section 108.11 of the Standard Specifications, I feel that sufficient cause exists to terminate the contract.

I therefore request your permission to terminate the contract by issuing a notice to the contractor and the surety as provided by Section 108.11 of the Standard Specifications and seven days after the written notice to officially terminate the contract, take possession of the premises and complete the contract by whatever means appears to be most expedient.

JLS:s ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Walt Barrie
C. T. Keasey
E. L. Hardt
Marion Craft
James Cochell
Tom Savage

8037

August 11, 1976

Bell, Bell & Rounsefell
Attorneys at Law
311 North Third Street
P. O. Box 497
Stayton, OR 97383

Attention: Mr. Jack V. Rounsefell

Gentlemen:

This is in reply to your recent letter concerning Landscape Artists Contract Nos. 8037 and 8038 in Washington County.

Contract No. 8038, Walker Road Interchange in Washington County, was completed on December 30, 1974, and accepted on December 15, 1975. Final payment in the amount of $4,926.33 was mailed to the prime contractor, Landscape Artists, on December 23, 1975.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

WALTER H. BELL
NEAL H. BELL
JACK V. ROUNSEFELL
D. MICHAEL HEALEY

BELL, BELL & ROUNSEFELL
ATTORNEYS AT LAW
311 NORTH THIRD STREET
P. O. BOX 497
STAYTON, OREGON 97383

TELEPHONE
769-3147
AREA CODE 503

August 6, 1976

State Highway Commission
Room 121
State Highway Building
Salem, OR. 97310

Att: Cecil Head

Re: Landscape Artists Contract
Job Numbers 8037 & 8038

Gentlemen:

In reviewing my file I note that we sent you a letter on November 5, 1975 indicating ~~that~~ the balance due from the above contracts.

Subsequently I have been informed by the bonding company that one of these jobs has now been paid out. May we request that you review your file and indicate to us the date payment was made and to whom.

Sincerely,

BELL, BELL & ROUNSEFELL

Jack V. Rounsefell

Jack V. Rounsefell

JVR/ic

RECEIVED
AUG 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8037

July 23, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Beaverton Interchange (Landscaping)
Contract No. 8037
FAP No. LSS-628(5)

In response to your June 14 letter concerning lack of progress towards completion of this project, we can advise there have been additional actions since the February 11, 1976 letter you cite. After several informal attempts to communicate with the contractor, the bonding company was formally advised of the unsatisfactory performance under date of April 13 via Registered mail.

There was activity on the project during two different weeks in April. The Weekly Report for May 15 from the Resident Engineer shows the contractor called his office and said he would be back on the job the following week. This failed to materialize. In June, a notice of levy was received from the Internal Revenue Service making demand for over $12,000 which the contractor allegedly owed the Treasury Department.

We again took the initiative last week and contacted the Portland attorney who represents the contractor's bonding

company. As a result, a meeting was held July 19 with this bonding company representative. We are hopeful that a satisfactory arrangement for completion of the project will evolve from this.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

JAB:fr js

bc: H. S. Coulter
Jack Sollis
C. T. Keasey/att.
E. L. Hardt
James Cochell

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 15, 1976

FILE: CON 5 #8037

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Beaverton Interchange Landscaping
Contract No. 8037

TO: MEMO TO THE FILES

The last three weekly reports on this project show no activity and no reference to any contacts from the contractor, or his bonding company, about completion of the project. This was confirmed in a phone discussion of the situation with Marion Craft this morning and we agreed that we had to again try to take the initiative to stir up some kind of activity on the project.

I reviewed the file with Jack Sollis in his office. Jack called Attorney James Case who represents Balboa Insurance (the bonding company) at his Portland number (226-1176, address is 4425 S.W. Corbett Avenue, Portland, OR 97201). As a result of this conversation, it was agreed that one of our field people would immediately contact Mr. Case to set up a meeting with him to go over the details of the uncompleted work. I subsequently relayed this information back to Marion Craft and Marion will promptly contact Mr. Case to arrange to meet with him and Resident Engineer Cochell. Marion will keep us advised.

JAB:fr

cc: Jack Sollis
Marion Craft
E. S. Hunter

P.S. Marion Craft subsequently advised that a meeting is set with Mr. Case for 2 P.M. Monday, July 19. District Engineer Geibel and the Landscape Engineer are also to be there.

Routing

2 Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JUL 16 1976 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

8.37

Form 81.734.5030

RECEIVED
JUL 21 1976
CONSTRUCTION SECTION

Bond
Jackson
Harwood
Gene
Berg
FILE: CON-6

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 20, 1976

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: BEAVERTON INTERCHANGE
Contract No. 8037

TO: MEMO TO FILE

NOTED
E. S. HUNTER

On July 19, Jim Cochell, Merle Anderson and I met with James Case, an attorney representing the bonding company on this project. We explained the past history of the project, gave him a chronological listing of letters concerning the problems with this contract, a set of the plans and specifications and a copy of the 1974 general specifications. We also drove through the uncompleted Beaverton Interchange area, and through the adjacent Walker Road Interchange to give him an idea of the contrast and what a finished landscaped area should look like.

One of the main concerns of Mr. Case was the difference in Jim Cochell's estimate and the contractor's estimate to finish the work. Cochell's estimate to finish pulling the weeds and grass, apply caseron, barkdust and fertilizer, and clean up the area, is about $60,000. Mr. Case thought that Landscape Artists had said it could be done for $20,000, and that the contractor had recommended that we wait until fall to apply the weed and grass killer (caseron) because it would work better at that time of the year. While this may be true, Jim Cochell and I were in agreement that we did not want to wait until fall to start the correction work, because of the bad publicity we have already received on this project, and also because by fall the grass, dandelions and other weeds will start reseeding themselves.

Mr. Case asked for a list of reputable landscape contractors, which Merle Anderson will furnish, and said he will get their estimate of what it will cost to finish the project. He is also going to get in touch with Jack Sollis concerning minimum pay scales, retained money, etc., if the bonding company takes over the contract. Mr. Case said he would be in touch with either me or Jim Cochell within a week.

STATE HWY ENG.
JUL 22 '76
REFER TO
FOR
Info | Invest | R/D | D:R | Sign | Act | File

MC/lms
cc: John Bond
Jack Sollis
Jim Cochell
Merle Anderson

8037

15

July 16, 1976

Mr. Robert J. Morgan
Attorney at Law
11097 S.E. 21st Ave.
Milwaukie, OR 97222

Dear Mr. Morgan:

As requested in your recent letter, we are enclosing a copy of the contract and bond for Landscape Artists' Contract No. 8037, Beaverton Interchange Section in Washington County.

You mentioned that your client, Kathy E. Cornett, worked on this job from November 17, 1975, through and including January 16, 1976. This contract has not yet been accepted by the State.

For information concerning the final cleanup on this contract prior to acceptance, I would suggest you contact our Resident Engineer, James Cochell, located at 2131 S.W. Scholls Ferry Road in Portland. His telephone number is 229-5495.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWR:sr
Enc.

bc John Bond
Warren Richards

ROBERT J. MORGAN
ATTORNEY AT LAW
11097 S.E. 81st AVENUE
MILWAUKIE, OREGON 97222

TELEPHONE
659-0966

July 12, 1976

Department of Transportation
Highway Building
Salem, Oregon 97310

Attention: C. W. Head,
Commission Services

Re: My client: Kathy E. Cornett,
Contract No. 8037, Beaverton Interchange,
Beaverton-Tigard Highway in Washington County.
Principal: Landscape Artists,
Bond: Balboa Insurance Company.

Dear Mr. Head:

Please refer to my letter to the Oregon State Highway Department dated April 15, 1976 and your letter of reply dated April 23, 1976 regarding the above indicated subject.

Would you please provide me with a copy of the bond that was filed by Landscape Artists regarding Contract No. 8037. Also, would you please provide me with a copy of the contract that Landscape Artists entered into with the Department of Transportation, Highway Division in connection with the Beaverton Interchange job.

In your letter of April 23, 1976 you indicate that the job was completed on December 31, 1974 but had not at that time been accepted by the State. Has it been accepted since? If so, when?

Information provided me by my client indicates that she worked on the job from November 17, 1975 through and including January 16, 1976. Your letter indicates that the job was completed on December 31, 1974. I am having difficulties squaring this with the information given me by my client. Would you please enlighten me on this point.

Thank you very much for your assistance.

Sincerely,

Robert J. Morgan

RJM:lf

RECEIVED
JUL 14 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8037

DEPARTMENT OF TRANSPORTATION

June 22, 1976

Dick Hacek
Highway Finance

C. W. Head
Commission Services

Attached is a copy of the Notice of Levy which Jack Sollis handed to me today concerning Landscape Artists. This contractor has one active contract with the State: Contract No. 8037, Beaverton Interchange Section of the Beaverton-Tigard Highway in Washington County, completed December 31, 1974. It has not yet been accepted.

Sollis stated that we should hold future payments on this contract until further notice.

Original Notice of Levy returned to Internal Revenue Service.

CWH:sr
Att.

cc Jack Sollis
C. T. Keasey
John Bond

FORM 668-A
(REV. MARCH 1975)

DEPARTMENT OF THE TREASURY—INTERNAL REVENUE SERVICE

NOTICE OF LEVY

DATE
06 04 76

TO
STATE OF OREGON
HIGHWAY DEPARTMENT
LANDSCAPE DIVISION - EXECUTIVE BUILDING
SALEM, OREGON

INTERNAL REVENUE SERVICE

ORIGINATING DISTRICT
Portland

You are hereby notified that there is now due, owing, and unpaid to the United States of America, from the taxpayer whose name appears below, the sum of → $ 12,135.94

KIND OF TAX	TAX PERIOD ENDED	DATE OF ASSESSMENT	IDENTIFYING NO	UNPAID BALANCE OF ASSESSMENT	STATUTORY ADDITIONS	TOTAL
941	06 30 75	05-10-76	93-0606734	$ 4,229.24	$ 66.70	$ 4,296.19
941	09 30 75	05-10-76	93-0606734	2,550.01	33.77	2,583.80
941	12-31-75	05-10-76	93-0606734	5,183.70	72.25	5,255.95
					TOTAL AMOUNT DUE	12,13594

You are further notified that demand has been made for the amount set forth herein upon the taxpayer who has neglected or refused to pay, and that such amount is still due, owing, and unpaid from this taxpayer. Accordingly, you are further notified that all property, rights to property, moneys, credits, and bank deposits *now in your possession* and belonging to this taxpayer (or with respect to which you are obligated) and all sums of money or other obligations owing from you to this taxpayer, or on which there is a lien provided under Chapter 64, Internal Revenue Code, are hereby levied upon and seized for satisfaction of the aforesaid tax, together with all additions provided by law, and demand is hereby made upon you for the amount necessary to satisfy the liability set forth herein, or for such lesser sum as you may be indebted to him, to be applied as a payment on his tax liability. Checks or money orders should be made payable to the Internal Revenue Service.

SIGNATURE	TITLE	ADDRESS (CITY AND STATE)
[illegible]	Revenue Officer	Portland, Or

(Name and Address of Taxpayer)

[illegible]

CERTIFICATE OF SERVICE

I hereby certify that this notice of levy was served by delivering a copy of it to the person named below

NAME
[illegible]

TITLE
[illegible]

DATE AND TIME
[illegible]

SIGNATURE OF REVENUE OFFICER OR SERVICE REPRESENTATIVE

FORM 668-A (REV. 3-75)

XCERPTS FROM THE INTERNAL REVENUE DE

SEC. 6331. LEVY AND DISTRAINT.

(b) SEIZURE AND SALE OF PROPERTY.—The term "levy" as used in this title includes the power of distraint and seizure by any means. A levy shall extend only to property possessed and obligations existing at the time thereof. In any case in which the Secretary or his delegate may levy upon property or rights to property, he may seize and sell such property or rights to property (whether real or personal, tangible or intangible).

(c) SUCCESSIVE SEIZURES.—Whenever any property or right to property upon which levy has been made by virtue of subsection (a) is not sufficient to satisfy the claim of the United States for which levy is made, the Secretary or his delegate may, thereafter, and as often as may be necessary, proceed to levy in like manner upon any other property liable to levy of the person against whom such claim exists, until the amount due from him, together with all expenses, is fully paid.

SEC. 6332. SURRENDER OF PROPERTY SUBJECT TO LEVY.

(a) REQUIREMENT.—Except as otherwise provided in subsection (b), any person in possession of (or obligated with respect to) property or rights to property subject to levy upon which a levy has been made shall, upon demand of the Secretary or his delegate, surrender such property or rights (or discharge such obligation) to the Secretary or his delegate, except such part of the property or rights as is, at the time of such demand, subject to an attachment or execution under any judicial process.

(b) Special Rule for Life Insurance and Endowment Contracts.

(1) In general.—A levy on an organization with respect to a life insurance or endowment contract issued by such organization shall, without necessity for the surrender of the contract document, constitute a demand by the Secretary or his delegate for payment of the amount described in paragraph (2) and the exercise of the right of the person against whom the tax is assessed to the advance of such amount. Such organization shall pay over such amount 90 days after service of notice of levy. Such notice shall include a certification by the Secretary or his delegate that a copy of such notice has been mailed to the person against whom the tax is assessed at his last known address.

(2) Satisfaction of levy.—Such levy shall be deemed to be satisfied if such organization pays over to the Secretary or his delegate the amount which the person against whom the tax is assessed could have had advanced to him by such organization on the date prescribed in paragraph (1) for the satisfaction of such levy, increased by the amount of any advance (including contractual interest thereon) made to such person on or after the date such organization had actual notice or knowledge (within the meaning of section 6323 (i) (1)) of the existence of the lien with respect to which such levy is made, other than an advance (including contractual interest thereon) made automatically to maintain such contract in force under an agreement entered into before such organization had such notice or knowledge.

(3) Enforcement proceedings.—The satisfaction of a levy under paragraph (2) shall be without prejudice to any civil action for the enforcement of any lien imposed by this title with respect to such contract.

(c) ENFORCEMENT OF LEVY.—

(1) EXTENT OF PERSONAL LIABILITY.—Any person who fails or refuses to surrender any property or rights to property, subject to levy, upon demand by the Secretary or his delegate, shall be liable in his own person and estate to the United States in a sum equal to the value of the property or rights not so surrendered, but not exceeding the amount of taxes for the collection of which such levy has been made, together with costs and interest on such sum at an annual rate established under section 6621 from the date of such levy. Any amount (other than costs) recovered under this paragraph shall be credited against the tax liability for the collection of which such levy was made.

(2) PENALTY FOR VIOLATION.—In addition to the personal liability imposed by paragraph (1), if any person required to surrender property or rights to property fails or refuses to surrender such property or rights to property without reasonable cause, such person shall be liable for a penalty equal to 50 percent of the amount recoverable under paragraph (1). No part of such penalty shall be credited against the tax liability for the collection of which such levy was made.

(d) EFFECT OF HONORING LEVY.—Any person in possession of (or obligated with respect to) property or rights to property subject to levy upon which a levy has been made who, upon demand by the Secretary or his delegate, surrenders such property or rights to property (or discharges such obligation) to the Secretary or his delegate (or who pays a liability under subsection (c) (1)) shall be discharged from any obligation or liability the delinquent taxpayer with respect to such property or rights to property arising from such surrender or payment. In the case of a levy which is satisfied pursuant to subsection (b), such organization shall also be discharged from any obligation or liability to any beneficiary arising from such surrender or payment.

SEC. 6334. PROPERTY EXEMPT FROM LEVY.

(a) ENUMERATION.—There shall be exempt from levy—

(1) Wearing Apparel and School Books.—Such items of wearing apparel and such school books as are necessary for the taxpayer or for members of his family;

(2) Fuel, Provisions, Furniture, and Personal Effects.—If the taxpayer is the head of a family, so much of the fuel, provisions, furniture, and personal effects in his household, and of the arms for personal use, livestock, and poultry of the taxpayer, as does not exceed $500 in value;

(3) Books and Tools of a Trade, Business, or Profession.—So many of the books and tools necessary for the trade, business, or profession of the taxpayer as do not exceed in the aggregate $250 in value.

(4) Unemployment Benefits.—Any amount payable to an individual with respect to his unemployment (including any portion thereof payable with respect to dependents) under an unemployment compensation law of the United States, of any State or of the District of Columbia or of the Commonwealth of Puerto Rico.

(5) Undelivered Mail.—Mail, addressed to any person, which has not been delivered to the addressee.

(6) Certain Annuity and Pension Payments.—Annuity or pension payments under the Railroad Retirement Act, benefits under the Railroad Unemployment Insurance Act, special pension payments received by a person whose name has been entered on the Army, Navy, Air Force, and Coast Guard Medal of Honor roll (38 U.S.C. 562), and annuities based on retired or retainer pay under chapter 73 of title 10 of the United States Code.

(7) Workmen's Compensation.—Any amount payable to an individual as workmen's compensation (including any portion thereof payable with respect to dependents) under a workmen's compensation law of the United States, any State, the District of Columbia, or the Commonwealth of Puerto Rico.

(8) Salary, Wages, or Other Income.—If the taxpayer is required by judgment of a court of competent jurisdiction, entered prior to the date of levy, to contribute to the support of his minor children, so much of his salary, wages, or other income as is necessary to comply with such judgment.

SEC. 6343. AUTHORITY TO RELEASE LEVY AND RETURN PROPERTY.

(b) Return of Property.—If the Secretary or his delegate determines that property has been wrongfully levied upon, it shall be lawful for the Secretary or his delegate to return—

(1) the specific property levied upon,

(2) an amount of money equal to the amount of money levied upon, or

(3) an amount of money equal to the amount of money received by the United States from a sale of such property.

Property may be returned at any time. An amount equal to the amount of money levied upon or received from such sale may be returned at any time before the expiration of 9 months from the date of such levy. For purposes of paragraph (3), if property is declared purchased by the United States at a sale pursuant to section 6335(e) (relating to manner and conditions of sale), the United States shall be treated as having received an amount of money equal to the minimum price determined pursuant to such section or (if larger) the amount received by the United States from the resale of such property.

APPLICABLE SECTIONS OF INTERNAL REVENUE CODE

6321. Lien for Taxes.
6322. Period of lien.
6325. Release of lien or discharge of property.
6331. Levy and distraint.
6332. Surrender of property subject to levy.
6333. Production of books.
6334. Property exempt from levy.
6343. Authority to release levy and return property.
7426. Civil actions by persons other than taxpayers

FOR ADDITIONAL INFORMATION CONCERNING THIS NOTICE OF LEVY, PLEASE CONTACT THE PERSON WHOSE SIGNATURE APPEARS ABOVE THE NAME AND ADDRESS OF TAXPAYER.

FORM **668-A** (REV. 1-75)

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

xxxxxxxxxxxxxxxxxx

211 State Highway Building

June 22, 1976

Mr. Jack V. Rousefell
Attorney at Law
311 North Third Street
P.O. Box 497
Stayton, OR 97383
Re: Alan Kraemer, claimant
John McKinney, Contractor

Dear Mr. Rousefell

In reply to your letter of June 15, 1976, please be advised that my interpretation of the provisions of ORS Chapter 279 would indicate that your client by filing his Notice of Claim with the Manager of Commission Services would give your client a cause of action against the surety in the event that the contractor does not pay the claim. I do not interpret the statute as giving you a lien against the moneys held by the Highway Division that are presently owed to the contractor.

The Highway Division has not, as yet, made any disbursement to the Internal Revenue Department and if you have any authority that would indicate that you actually have a lien against the moneys held by the Highway Division, I would appreciate your advising me.

Sincerely
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sb;hg

cc - Cecil W. Mead
Walter Barrie

WALTER H. BELL
NEAL H. BELL
JACK V. ROUNSEFELL
R. MICHAEL HEALEY

BELL, BELL & ROUNSEFELL
ATTORNEYS-AT-LAW
311 NORTH THIRD STREET
P. O. BOX 497
STAYTON, OREGON 97383

TELEPHONE
769-2147
AREA CODE 503

June 15, 1976

RECEIVED
JUN 17 1976
LEGAL

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
211 Highway Building
Salem, OR 97310

NOTED
JACK L. SOLLIS

Re: Alan Kraemer, claimant
John McKinney, contractor
State of Oregon, Garnishee

Dear Mr. Sollis:

Please be advised that Mr. Kraemer asserts a priority lien on funds held by the Highway Department by virtue of a Notice of Claim acknowledged by a letter from Mr. C. W. Head on November 12, 1975.

Our client, Mr. Kraemer points to Section 6323 I. R. C., especially (C) (4) (C) (I)

Mr. Head was somewhat ambiguous about the State's position in this matter. Please let me know whether you will be able to hold these funds until these priority questions are resolved.

Sincerely,

BELL, BELL & ROUNSEFELL

Jack V. Rounsefell

Jack V. Rounsefell

JVR/ic

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO

F 8037

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 14, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project LSS-628(5)
Beaverton Interchange 8037

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

All contract work except that required during the establishment period was completed on December 31, 1974. Subsequently, little or no establishment work was performed as required by the specifications until January 1976 at which time the contractor removed the visible weeds from the landscape area. These weeds along with a considerable amount of bark mulch were left along the on and off ramps in unsightly rubbish piles until partially removed several weeks later.

The contractor was informed by letter dated February 11, 1976 that the planting areas would have to be treated with an approved weed killer, all bark mulch lost by previous weeding operations replaced, all dead plantings replaced, and the area weeded prior to acceptance.

Since that time the contractor has performed no additional work. The weeds are again growing vigorously and in great profusion throughout the project. It is requested therefore, that this office be advised as to what steps are being taken or planned by the State to bring this project to a satisfactory completion.

G. K. Hoosier
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO Construction
FOR
Info | Invest | R/D | D/E | Spec | Act | File

8037

LANDSCAPE ARTISTS
385 West Powell Blvd.
Gresham, Oregon 97030
Ph. 667-2414

May 14, 1976

Balboa Insurance Company
620 Newport Center Dr.
Newport Beach, California 92660

RE: Russell Snyder Wage Claim

Dear Sirs:

This letter is to inform you of the action taken on our part on the above wage claim made against the State of Oregon, Department of Transportation contracts #8037 and #8038.

Our records show that Landscape Artists owes Russell Snyder $1,477.50 for tractor work and $744.72 in unpaid wages for the Department of Transportation contracts.

We met with Mr. Gary Case, attorney for Russell Snyder, on Wednesday May 12th and arrangements are being made.

Sincerely,

LANDSCAPE ARTISTS

Jon B. McKinney
Owner

JBM/jm

cc: Gary L. Case
Russell Snyder
C. W. Head
J. William Bennett

RECEIVED
MAY 17 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5/17
copy to

files

MAY 4 0 39 AM '76

CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 30, 1976

5085

FILED
MAY 4 1976
CLAY MYERS
SECRETARY OF STATE

Blitsch & Case, P.C.
Attorneys at Law
Suite 645 Morgan Bldg.
720 S.W. Washington St.
Portland, OR 97205

Attention: Gary L. Case

NOTED 0 [illegible]5
7-26-76

Gentlemen:

This is to acknowledge receipt of your letter of April 28, 1976, with attached correspondence stating that you represent Russel Snyder who was employed by Landscape Artists on State Highway Contract Nos. 8037 and 8038.

Your letter states that Landscape Artists owes Mr. Snyder in excess of $3,000 for unpaid wages. This appears to be in reference to the Landscape Artists Contract No. 8037, Beaverton Interchange; and 8038, Walker Road Interchange projects in Washington County.

The Balboa Insurance Company, 620 Newport Center Drive, Newport Beach, CA 92660, furnished the bond on this contract. We will advise them of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Balboa Insurance Company
620 Newport Center Dr.
Newport Beach, CA 92660

Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

bc Hon. Clay Myers - Please acknowledg receipt of attached claim on the enclosed copy of this letter.

BLITSCH & CASE, P. C.
ATTORNEYS AT LAW
SUITE 945 MORGAN BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

WILLIAM E. BLITSCH
GARY LYNN CASE
MICHAEL FORCE

AREA CODE 503
TELEPHONE 224-8823

April 28, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

RE: RUSSEL SNYDER WAGE CLAIM
Employer: Landscape Artists

Dear Mr. Head:

This office has been retained to represent Mr. Russel Snyder who was employed by Landscape Artists;who at the time of his employment were working on contracts for the Department of Transportation under Contract No. 8037 for the Beaverton Interchange, the Beaverton-Tigard Highway in Washington County and also Contract No. 8038, Walker Road Interchange, Beaverton-Tigard Highway in Washington County. From our records it appears that Landscape Artists owes Mr. Snyder in excess of $3,000.00 for wages that have not been paid.

Enclosed please find a copy of demand letter we have sent to Landscape Artists demanding payment of past due wages.

You will note that a copy of this letter has been sent to the Secretary of State and also Balboa Insurance Company, who furnished the bond on both of these contracts. We have also written to Balboa Insurance Company filing a claim against their bond for the unpaid wages.

Thank you for your cooperation and consideration in this matter. If you have any further questions please do not hesitate to contact our office.

Very sincerely yours,

BLITSCH & CASE, P. C.

Gary L. Case

GLC:ndo

cc: Secretary of State
Balboa Insurance Company
Mr. Russel Snyder

RECEIVED
APR 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MAILED
C. W. HEAD

BLITSCH & CASE, P. C.
ATTORNEYS AT LAW
SUITE 645 MORGAN BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

WILLIAM E. BLITSCH
GARY LYNN CASE
MICHAEL FORCE

AREA CODE 503
TELEPHONE 224-8823

April 28, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

RE: RUSSEL SNYDER WAGE CLAIM
Employer: Landscape Artists

Dear Mr. Head:

This office has been retained to represent Mr. Russel Snyder who was employed by Landscape Artists;who at the time of his employment were working on contracts for the Department of Transportation under Contract No. 8037 for the Beaverton Interchange, the Beaverton-Tigard Highway in Washington County and also Contract No. 8038, Walker Road Interchange, Beaverton-Tigard Highway in Washington County. From our records it appears that Landscape Artists owes Mr. Snyder in excess of $3,000.00 for wages that have not been paid.

Enclosed please find a copy of demand letter we have sent to Landscape Artists demanding payment of past due wages.

You will note that a copy of this letter has been sent to the Secretary of State and also Balboa Insurance Company, who furnished the bond on both of these contracts. We have also written to Balboa Insurance Company filing a claim against their bond for the unpaid wages.

Thank you for your cooperation and consideration in this matter. If you have any further questions please do not hesitate to contact our office.

Very sincerely yours,

BLITSCH & CASE, P. C.

Gary L. Case

GLC:ndo

cc: Secretary of State
Balboa Insurance Company
Mr. Russel Snyder

RECEIVED
APR 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] HEAD

BLITSCH & CASE, P. C.
ATTORNEYS AT LAW
SUITE 845 MORGAN BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

WILLIAM E. BLITSCH
GARY LYNN CASE
MICHAEL FORCE

AREA CODE 503
TELEPHONE 224-8823

April 26, 1976

Landscape Artist Inc.
960 N.E. 10th
Gresham, Oregon 97030

RE: Russel Snyder
Wage Claim
Amount Due: $4,827.37

ATTN: Mr. Jon McKinney, and or
Mr. J. D. Hadley, Bookkeeper

Gentlemen:

I represent the former employee of the Landscape Artist Inc., Russel Snyder, whom was employed by you from time to time, beginning September, 1974 and ending January, 1976, in the capacity of general laborer and tractor operator.

It is my understanding by talking with Mr. Snyder, and reviewing documents (check stubs, etc.) that Mr. Snyder is owed a substantial amount of money in back wages, of which a large part was suppose to be paid him no later than January, 1976, by agreement between Mr. Hadley and Mr. McKinney.

Further, it is my understanding that my client has made numerous oral demands for the money owed to him, and because of your failure to pay, has had to borrow money from third parties in order to survive.

At the time Mr. Snyder worked last (at the Beaverton Interchange Job--January 5, 1976 to January 21, 1976). Mr. Snyder was entitled to over $4,500.00 in wages, and also one week paid vacation.

The following is a list of jobs that wages are owed:

1. Beaverton Interchange Job;
2. Steak & Bake Restaurant;
3. Seattle Washington job (everyone paid except Russel Snyder);
4. Boring Post Office job; and
5. Dufur, Oregon job.

Demand is hereby made upon you for the TOTAL WAGES due to Mr. Russel Snyder in accordance with Oregon Revised Statute 652./50. In the event that this wage account as set forth above is not satisfied within 48 hours from the receipt of this letter, suit will be immediately filed on behalf of Mr. Snyder for all 'unpaid wages', vacation time and further sums allowed as the civil penalty for failure to pay the wages, together with reasonable attorney fees, costs and disbursements incurred by Mr. Snyder.

Very truly yours,

BLITSCH & CASE, P. C.

Gary L. Case

GLC:ndo

cc: Russel Snyder

RECEIVED
APR 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BLITSCH & CASE, P. C.
ATTORNEYS AT LAW
SUITE 845 MORGAN BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

WILLIAM E. BLITSCH
GARY LYNN CASE
MICHAEL FORCE

AREA CODE 503
TELEPHONE 224-8823

April 28, 1976

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, California 92660

RE: Contracts No. 8037 and 8038
Department of Transportation
for Jobs in Washington County

Dear Sirs:

This letter is to present a claim against the bond issued by you for the above mentioned contracts for work done for the Department of Transportation in the State of Oregon. Our client, Mr. Russel Snyder, is owed by Landscape Artists, Inc., a subcontractor on these jobs, a sum in the excess of $3,000.00 for past due wages. Russel has made repeated demands on Landscape Artists for this payment and we have sent a demand letter to the said company and have received no response.

Enclosed please find a copy of the demand letter sent by our office to Landscape Artists, Inc. and also please be advised that we have notified the Department of Transportation and the Secretary of State of the State of Oregon of the past due wages and the fact that we are making a claim against the bond for this job.

Very sincerely yours,

BLITSCH & CASE, P. C.

Gary L. Case

GLC:ndo

Enclosure

cc: Russel Snyder

RECEIVED
APR 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5078

Files

FILED
APR 26 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Apr 26 10 55 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

April 23, 1976

Robert J. Morgan
Attorney at Law
11097 SE 21st Avenue
Milwaukie, OR 97222

NOTED ON CARDS
7-26-76

Dear Mr. Morgan:

This is to acknowledge receipt of your letter of April 15, 1976, informing us that Landscape Artists owes your client, Kathy E. Cornett, for labor in the amount of $2,158.41. Your letter states this work was performed on the Walker Road and Beaverton Interchange Project.

Landscape Artists performed work for us under Contract No. 8037, Beaverton Interchange, Beaverton-Tigard Highway in Washington County. This job was completed on December 31, 1974, but has not yet been accepted by the State. They also performed work for us under Contract No. 8038, Walker Road Interchange, Beaverton-Tigard Highway, roadside improvement in Washington County. This job was completed on December 30, 1974, and accepted on December 15, 1975.

The Balboa Insurance Company furnished the bond on both of these contracts. We will advise them of the receipt of your claim letter and we will also file it with the Secretary of State. This information is being noted in our records and we will advise the principal contractor.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Landscape Artists
Rt. 1, Box 93
Eagle Creek, Oregon 97022

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

STATE HWY DIV
APR 16 '76
REFER TO
FOR
Info | Invest | R/D | O/R | Spec | Acq | Eng

ROBERT J. MORGAN
ATTORNEY AT LAW
11097 S.E. 21st AVENUE
MILWAUKIE, OREGON 97222

TELEPHONE
659-8868

April 15, 1976

Oregon State Highway Department
Contract Division
Salem, Oregon 97310

Re: My Client: Kathy E. Cornett
Job - Walker Road and Beaverton interchange, Oregon State Highway job with Landscape Artists

Gentlemen:

I represent Kathy E. Cornett who worked from November 17, 1975 until January 16, 1976 on a certain Oregon State Highway job at Walker Road and Beaverton interchange in Washington County for an outfit by the name of Landscape Artists.

My client worked a total of 293 hours at an agreed rate of $7.37 an hour. Therefore, Landscape Artists owes my client the sum of $2,158.41.

The only address I have for Landscape Artists is 385 Powell in Gresham, 97030.

It's my understanding that there is a bond or fund on deposit in Salem for payment of wage claims of this kind in connection with this particular job. Additional information that may be helpful to you is that the head of Landscape Artists is a person by the name of Jon McKinney while a person by the name of Roy Ellis is the superintendent.

I'd very much appreciate it if you could give me information on whether or not you have a bond or a fund available for this claim. We can submit appropriate proof that my client did work the hours. Incidentally, the foreman on the job at that time was one Russell Snyder who apparently has been paid.

Please advise.

Sincerely,

Robert J. Morgan

Robert J. Morgan

RJM:mkm

RECEIVED
APR 16 1976
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

April 13, 1976

REGISTERED MAIL

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

Attention: Mr. William Keyworth,
Assistant Vice President
Bond Department

Gentlemen:

Beaverton Interchange, Contract 8037

This is to formally advise you as surety on the subject contract of unsatisfactory performance and/or lack of performance on the part of the contractor on this project. This contract is between the State of Oregon, by and through its Transportation Commission, and Jon B. McKinney, an individual, doing business under the firm name and style of Landscape Artists at Route 1, Box 93, Eagle Creek, OR 97022.

The contract amount is $95,356. The State currently holds $4,275.36 as normal contract retainage on earnings (5 percent) plus $6,485.20 as plant retainage on the planting items (10 percent), both in accordance with the contract provisions, pending satisfactory completion of the project.

The contract includes provisions for establishment and maintenance of the contract work for specified times after the initial planting. This establishment obligation extends through one summer after the completion of the initial planting, which on this project was accomplished by the specified time of December 31, 1974. The project has not subsequently been brought to a satisfactory condition for final acceptance. This should have been accomplished by the fall of 1975. Although the contractor has done some intermittent work, the specified results have not been obtained. There was no activity on the project from January 21, 1976 until last weekend. Piles of weeds, bark dust and topsoil are still piled along the planting areas, creating an unsightly

condition and interference with our normal maintenance of the highway. Five separate attempts by our Resident Engineer to communicate with the contractor by phone and/or letter, from February 10 to March 16, brought no response until last week. Considering the prolonged time that this project has been in establishment and with no schedule for completion, we are compelled to bring it to your attention.

The work remaining to complete the contract is to finish weeding the entire area, replace a considerable amount of bark dust, replace a few plants, and pick up the mounds of piled dirt, grass, weeds and bark dust from previous weedings.

The purpose of this letter is to not only inform you of some lack of progress toward finishing this project, but also to request your assistance in obtaining a satisfactory completion of this contract. Further information on details of the work can be obtained from the Resident Engineer, James Cochell, Oregon State Highway Division, Post Office Box 25085, 2131 S.W. Scholls Ferry Road, Portland, OR 97221.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

cc Landscape Artists
960 N.E. 10th St.
Gresham, OR 97030

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
James Cochell

JAB:fr ia

FORM 81.726.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie

April 7, 1976

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: BEAVERTON INTERCHANGE
Contract No. 8037

TO: C. T. KEASEY
Construction Engineer

Attention: John Bond

The attached sheets are a chronological listing of Jim Cochell's efforts to get Landscape Artists to finish the subject landscape project.

Last week, about March 31, Landscape Artists asked for approval to use from 40 to 70 people (donated labor from his church) to get in and finish the weeding. Our reply, after consulting with the Construction section and the Legal staff, was that we couldn't officially sanction the request, and in fact advised him against doing the work this way but that on such short notice we couldn't find any specific reason for not letting him use donated labor. Over the weekend the contractor showed up with 6 men and a spray truck. The piles of weeds, barkdust and topsoil are still piled along side the ramp, creating an unsightly condition and prohibiting the District Engineer from properly maintaining the shoulders.

I feel that Jim Cochell has made every effort that could reasonably be expected of him to maintain contact with the contractor and to get the job done. Would you take whatever steps are necessary to have the bonding company take over this contract and finish the job, or let me know what steps I should be taking to do the same.

The work remaining to be done is to finish weeding the entire area in this interchange, replace a considerable amount of barkdust, replace a few plants, and pick up the mounds of piled up dirt, grass, weeds and barkdust from previous weedings."

If you need more information, cost estimates, etc., please let me know.

MC/lms
Attachment
cc: Jim Cochell

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
APR 8 1976
CONSTRUCTION SECTION

Summary of communications during establishment period

Beaverton Interchange
Roadside Improvement
Beaverton-Tigard Hwy.
Contract 8037
Contractor: Landscape Artists

12/31/74	Project completed. Begin establishment period.
Week of 1/18/75	Held final inspection. Project accepted.
4/28/75	Letter sent notifying contractor of heavy weed growth and asking to be notified when he begins his maintenance work.
4/30/75	Letter from contractor ackowledging the weed problem and outlining their plan for chemically controlling the weeds as soon as weather permits.
	During the month of May the weather was generally unsettled, showers and overcast interspersed with one to three or four days of sun. These conditions moderated considerably beginning the last week in May and into June, with only occasional days with precipitation.
6/11/75	Second letter sent to contractor instructing him to take immediate steps to eliminate the weeds.
6/17/75	Contractor had two men hand weeding. Work stopped on Friday, 6/20/75, after four days.
	Weather from 6/20 to 7/5; rainy and overcast. 7/6/75 to 8/26 generally fair with no appreciable precipitation.
7/9/75	Third letter sent to contractor telling him that his efforts to date have not been satisfactory, that a satisfactory operation is to start no later than 7/21/75 and making reference to Section 682.42 of the Standard Specs.
7/21/75	Two men weeded for one day.
8/12/75	Weeding [illegible] again. Four people working from 8/12 to 8/27; [illegible] days worked.
9/11/75	Letter sent asking for certified payrolls for the periods worked.

3/17/76

Communication Summary

Contract 8037

9/11/75	Letter written to bonding company appraising them of the contractor's failure to do the required work and asking them to take whatever action is is necessary to get the project in acceptable condition. Copy sent to the contractor. Original and copy both sent registered mail with return receipt requested. Delivery acknowledged by recipients.
	The weather from 8/31 to 10/2/75 was fair, generally quite warm and with no precipitation.
9/18/75	Letter from bonding company asking for bond number and copy of bond; request forwarded to Salem.
9/26/75	Copies of bond sent to bonding company.
11/12/75	Work has begun and continues full-time until 1/21/76. Work force averages 10 people. The weather from 10/2/75 to 11/12/75 was unsettled with frequent precipitation. From 11/12/75 to 1/21/76 there were very few days without rain or showers. The weeds removed during this time were piled along the road for pick up. During the weeding a large amount of the bark mulch was also removed. As of 3/17/76 these piles of weeds and mulch mixture have not been removed.
12/12/75	Another letter sent to the contractor again requesting certified payrolls for the maintenance period work. As of 3/17/76 none have been received.
1/21/76	Last day any work was done.
2/10/76	Telephoned contractor and left word for him to call back when he returned to his office. No response. Several calls were made prior to this but they were not returned either. No dates are available for these calls.
2/11/76	Another letter to the contractor outlining the work to be done, telling him that it is imperative that he return to work and finish the project, and again asking for certified payrolls. Letter sent registered, return receipt requested. Acknowledgement signed "McKinney". There has been no response to this letter.
3/9/76	Telephoned and asked that the call be returned. No response.

Communication Summary

Contract 8037

3/15/76	Called again. Left message to call back. No response.
3/16/76	Called again. Left message to call back. No response.

Landscape
960 NE 10t
Oresham, Oregon

Gentlemen:

No work has been done on the subject project since January 21,1976. You have left a number of unsightly rubbish piles on the project which must be removed immediately. I also wish to point out that the weeds are again growing vigorously and in great profusion, making re-weeding necessary.

In view of the fact that the weeds were allowed to get out of control to such an extent, you will be required to also treat the planting areas with an approved weed killer, taking due care to protect the landscape plantings.

A considerable quantity of the bark mulch cover was removed by your weeding activity and will have to be replaced, at your expense, where the specified depth is now inadequate. Upon completion of these items you are still required to do your replacement planting. These obligations are set forth in the standard specifications for Highway Construction - 1974, Section 620.2.

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
February 11, 1976

Landscape Artists
960 NE 10th St.
Oresham, Oregon 97030

Subject: Beaverton Interchange
Roadside Improvement
Contract 8037

Gentlemen:

No work has been done on the subject project since January 21,1976. You have left a number of unsightly rubbish piles on the project which must be removed immediately. I also wish to point out that the weeds are again growing vigorously and in great profusion, making re-weeding necessary.

In view of the fact that the weeds were allowed to get out of control to such an extent, you will be required to also treat the planting areas with an approved weed killer, taking due care to protect the landscape plantings.

A considerable quantity of the bark mulch cover was removed by your weeding activity and will have to be replaced, at your expense, where the specified depth is now inadequate. Upon completion of these items you are still required to do your replacement planting. These obligations are set forth in the standard specifications for Highway Construction - 1974, Section 620.3.2.

The condition of this project has considerable adverse comment and it is imperative that this work, including replacement planting, be completed as rapidly as possible.

In addition to the above we have received no certified payrolls for the work you have done, beginning on November 13,1975, to date. Weekly submission of payrolls is required by federal regulation. This matter was brought to your attention in a letter dated December 12,1975 and must be complied with.

J.W. Cochell
Resident Engineer

cc: Construction
FWHA
Roy Olson
Region
File

As of 2-27-76 No copy of this letter ... Hand delivered a copy of this letter, on 2-27-76.

OREGON STATE HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
December 12,1975

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Subject: Certified Payrolls
Beaverton Interchange
Contract No. 8037

Gentlemen:

Work has been in progress on the subject project since 11/13/75 and we have yet to receive a payroll. These payrolls are supposed to be submitted weekly when work is being done. Early submission will be appreciated.

J.W. Cochell

J.W. Cochell
Resident Engineer

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 26, 1975

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, California 92660

Attention: W. A. Keyworth
Assistant Vice President
Bond Department

Gentlemen:

Mr. Cochell of Portland has referred to me your letter of September 18 concerning Contracts 8037 and 8038 awarded to Landscape Artists.

As requested, attached are copies of the Performance Bonds of each contract; however, the bond numbers are missing.

We hope this will be of help to you.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc J. W. Cochell

RECEIVED
SEP 29 1975
RE ARE OE

AVCO FINANCIAL INSURANCE GROUP

800 NEWPORT CENTER DR NEWPORT BEACH, CALIFORNIA 92660 (714) 644-8000

September 18, 1975

The State of Oregon
Oregon State Highway Division
P. O. Box 25087
Portland, Oregon 97225

Attention: Mr. J. W. Cochell,
Resident Engineer

Re: Landscape Artists
Contracts 8037 and 8038

Dear Mr. Cochell:

We are in receipt of your letter of September 11, 1975, concerning the contracts in caption, and the alleged failure of the principal to properly perform. Unfortunately, without the bond number, we are unable to locate any bonds we might have on this particular principal. Accordingly, we would appreciate your sending us a copy of each bond together with any additional information you may have on the details of this delinquency of performance.

We shall then be pleased to investigate the matter and attempt to have it resolved. Thank you for your further attention to the case and we shall await your reply.

Yours very truly,
BALBOA INSURANCE COMPANY

W. A. Keyworth

W. A. Keyworth
Assistant Vice President
Bond Department

WAK:ea

RECEIVED
SEP 22 1975

RE ARE OE

OREGON STATE HIGHWAY DIVISION

P.O. Box 25037
Portland, Oregon 97225
September 11, 1975

Balboa Insurance Co.
620 Newport Center Drive
Newport Beach, California 92660

Subject: Landscape Artists; Failure to perform work on Contracts 8037 and 8038

Gentlemen:

Reference is made to contract Nos. 8037 and 8038, which are held by Landscape Artists. I have written to the firm on three seperate occasions requesting that weeding of the planting beds be accomplished.

There was a less than satisfactory effort made during July and August. There has been no attempt made since August 27, 1975. This situation can no longer be tolerated. I am requesting that you take what action is necessary to bring these projects up to an acceptable condition.

Your earliest attention to this matter would be appreciated.

J.W. Cochell
Resident Engineer

cc: Landscape Artists
Construction
Region
Roy Olson

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
September 11, 1975

Balboa Insurance Co.
620 Newport Center Drive
Newport Beach, California 92660

Subject: Landscape Artists; Failure to perform work on Contracts 8037 and 8038

SENDER: Be sure to follow instructions on other side

PLEASE FURNISH SERVICE(S) INDICATED BY CHECKED BLOCK(S)
(Additional charges required for these services)
☐ Show address where delivered ☐ Deliver ONLY to addressee

RECEIPT
Received the numbered article described below

REGISTERED NO. 543009
CERTIFIED NO.
INSURED NO.
DATE DELIVERED SEP 15 19

1 SIGNATURE OR NAME OF ADDRESSEE (Must always be filled in) Balboa
2 SIGNATURE OF ADDRESSEE'S AGENT, IF ANY Norma Hall
3 SHOW WHERE DELIVERED (Only if requested, and include ZIP Code)

8038, which are held by three seperate occasions ccomplished.

ie during July and August.

There has been no attempt rade since August 27, 1975. This situation can --tinue that you take what action is able condition.

be appreciated.

Bechell
ɔchell
ıt Engineer

SENDER: Be sure to follow instructions on other side

PLEASE FURNISH SERVICE(S) INDICATED BY CHECKED BLOCK(S)
(Additional charges required for these services)
☐ Show address where delivered ☐ Deliver ONLY to addressee

RECEIPT
Received the numbered article described below

REGISTERED NO. 543010
CERTIFIED NO.
INSURED NO.
DATE DELIVERED 9-15

1 SIGNATURE OR NAME OF ADDRESSEE (Must always be filled in) Renee S. Harris
2 SIGNATURE OF ADDRESSEE'S AGENT, IF ANY
3 SHOW WHERE DELIVERED (Only if requested, and include ZIP Code)

OREGON STATE HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
September 11, 1975

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Subject: Certified payrolls
Contract Nos. 8037, 8038

Gentlemen:

We have received no certified payrolls from your company since the end of December 1974. Work has been done on the subject projects since that time and certified payrolls are needed for any time work was or is performed.

Your immeadiate attention to this matter will be appreciated.

J.W. Cochell
Resident Engineer

Certified mail No. 543010

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
July 9,1975

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Subject: Maintenance Weeding
Contract Nos. 8037 & 8038

Gentlemen:

This is to remind you for the third time about the weeds on your Walker Road and Beaverton Interchange landscaping projects. The progress at this point is entirely unsatisfactory.

I would expect a satisfactory weeding operation to start no later than July 21, 1975. If this date is not complied with I will have no alternative but to exercise Section 682.42 of the Standard Specifications, dated 1974.

Your early attention to this matter will be appreciated.

J.W. Cochell

J.W. Cochell
Resident Engineer

cc: D.R. Adams
Roy Olson
File

OREGON STATE HIGHWAY DIVISION

P. O. Box 25087
Portland, Oregon 97225
June 11, 1975

Subject: Landscape Projects at Walker Road and Beaverton Interchange
Contract Nos. 8038, 8037

Landscape Artists
960 NE 10th St.
Oresham, Oregon 97030

Gentlemen:

This is to remind you again that the weeds and grass on the above mentioned projects are growing in great profusion. You are requested to take immediate action on getting your plantings beds weeded in accordance with the provisions in the contract.

Also a reminder that payrolls, with addresses and social security numbers, must be submitted for these maintenance crews.

Please notify this office when this work begins.

J. W. Cochell

James W. Cochell
Resident Engineer

cc: Region
Roy Olson
File

LANDSCAPE
Box 93
Our New Address: 960 N.E. Tenth Gresham, Oregon 97030 667-2414

COMMERCIAL
RESIDENTIAL

April 30, 1975

J.W. Cochell
Oregon State Highway Division
P.O. Box 25087
Portland, Oregon 97225

Subject: Roadside improvement projects at Walker Road and Beaverton Interchange contracts Nos. 8038, 8037

Dear Mr. Cochell:

We are in receipt of your letter of April 28, 1975 calling our attention to the weed growth on the above subject projects.

We also would like to inform you that we are aware of this weed growth and have plans to eradicate them as follows:

> Our plans are to use chemical and we haven't had enough weather that is conducive to good plant growth this spring. Therefore, we would like a little more foliage growth before spraying so we would get better penetration to the roots.

We will inform you as soon as we feel it feasible to take care of this matter which we anticipate will be about ten days to two weeks.

Sincerely,

LANDSCAPE ARTISTS

Charles H. Hazelton
Construction Superintendent

CHH/rs

TREES • SHRUBS • SPRINKLER SYSTEMS • ALL TYPES OF FENCING • SOD & SEED LAWNS • RETAINING WALLS • PLANTING MAINTENANCE

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
April 28, 1975

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Subject: Landscape projects at Walker Road
and Beaverton Interchange
Contract Nos. 8038, 8037

Gentlemen:

It has come to our attention that the weeds on the subject projects are growing in great profusion. Would you please notify this office when you intend to start weeding?

Also a reminder that payrolls, with addresses and social security numbers, must be submitted for these maintenance crews.

J.W. Cochell
Resident Engineer

Files

5066

FILED
MAR 24 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 23, 1976

Rexius Fuel and Growing Center
750 Chambers Street
PO Box 2276
Eugene, OR 97402

NOTED 0 5
7-26-76

Attention: Marvin L. Rexius

Gentlemen:

Reference is made to your letter of March 19, 1976, advising us that you have furnished material on Contract Nos. 8037 and 8038 in the amount of $10,608.49 including interest.

From the description given in your letter, this appears to be in connection with the Landscape Artists' contracts as follows: Contract No. 8037, Beaverton Interchange Section, Beaverton-Tigard Highway, Washington County; Contract No. 8038, Walker Road Interchange Section, Beaverton-Tigard Highway, Washington County.

The Balboa Insurance Company furnished the bonds on these contracts which is given to assure completion of the contracts and payment of all bills incurred in them. We will advise the surety and the principal contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Rexius Fuel

AND GROWING CENTER

10 Chambers Street — P. O. Box 2276

PHONE 342-1835 — EUGENE, OREGON 97402

March 19, 1976

Cecil Head
State of Oregon Highway Division
Salem, Oregon

Dear Mr. Head:

Re: Contract #8037 for roadside improvement at Beaverton Interchange-Beaverton Tigard Highway - Washington County State of Oregon, and contract #8038 for roadside improvement - Walker Road Interchange Beaverton Tigard Highway - Washington County State of Oregon

We, Rexius Fuel Service furnished material for both contracts totaling $24,955.32. To date we have received $16,545.02, leaving a balance of $10,608.49 including interest. We desire to take necessary action for collection of this account.

Balboa Insurance Company is the surety on both contracts.

Sincerely,

Rexius Fuel and Growing Center
Marvin L. Rexius

MLR/lvw

RECEIVED
MAR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MAILED
C. H. HEAD

WOOD — SAWDUST — SHAVINGS — HOGGED FUEL — OLD SAWDUST — BARK-O-MULCH
BARK ROCK — HEMLOCK BARK — PLANTING MIXES — LOAM — COMPLETE GROWING CENTER
DECORATIVE CHIPS — ORGANIC COMPOSTS — FERTILE MIX — SAND — MINT MANURE

#6157. F. 16

Rudy K. Reviewed Routing

RECEIVED Richards Dunn Berg

MAR 5 1976

CONSTRUCTION SECTION

Bond Jachmond Harwood Johnson Walker

Wade H. Coykendall
14704 NW Forestel Loop
Beaverton, Oregon

3/4/76

Please note (clipped in attached file) Klaboe's 2/19/76 ltr to Coykendall (2nd paragraph).

NOTED E. S. HUNTER

Also -- Cochell's 2/11/76 ltr to Landscape Artists taking them to task for unsatisfactory work, which is certainly in opposition to his 2/13/75 ltr "to whom it may concern" praising same contractor.

The letters ARE 1 year apart, and no doubt involved different projects.

ja

RECEIVED STATE HWY ENGR MAR 8 '76 REFER TO FOR Info Inves R/D D/R Sign Act File

3-5-76

Ed Hardt

Here is the latest (and hopefully the last) chapter of Coykendall vs. Hwy Div. vs. Landscape Artists. I don't believe any further response to Mr. Coykendall is necessary or appropriate, but you should discuss with Mr. Cochell the impropriety of furnishing letters to contractors such as his of 2-13-75.

NOTED H.S. COULTER

RECEIVED MAR 8 1976

cc: H.S. Coulter

March 3, 1976

Mr. Fred Klaboe
Administrator
Oregon State Highway Department
Administration Building
Salem, Oregon

Dear Mr. Klaboe:

In response to your letter of February 19, I am attaching what is purported to be a letter written by Mr. J. W. Cochell as a letter of recommendation for Landscape Artists. If you have a policy of not writing letters of recommendation for contractors, perhaps Mr. Cochell should be so advised.

Yours very truly,

Wade H. Coykendall

Wade H. Coykendall
14704 NW Forestel Loop
Beaverton, Oregon 97005

NOTED
E. S. HUNTER

RECEIVED
MAR 4 19[illegible]
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 4 '76
REFER TO
FOR

OREGON STATE
HIGHWAY DIVISION
P.O. Box 2507
Portland, Oregon 97225
Ph: 229-5495
February 13,1975

To whom it may concern:

Landscape Artists completed two major projects for me during the last year. Their work conformed to Highway Division specifications in all phases of the work. All the work was accomplished in an exemplary manner and within the specified time limits. I would not hesitate to have them as contractors on any future landscape project.

J.W. Cochell
Resident Engineer, OSHD

February 19, 1976

Mr. Wade H. Coykendall
14704 N.W. Forestel Loop
Beaverton, Oregon 97005

Dear Mr. Coykendall:

This is in response to your February 3 letter concerning the landscaping project on Highway 217.

1310-K

I am a little puzzled about your second paragraph. We do not have a policy of writing letters of recommendation for contractors and, if one was written for the contractor on this job, I do not know who wrote it nor can I find a copy of it.

I am attaching a letter from our Resident Engineer, James Cochell, to the contractor, which should answer most of the questions in your latest letter. If you have more questions or want to go through the job file, please call Mr. Cochell at 229-5495 to arrange an appointment.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

Attachment

cc: The Honorable Blaine Whipple (w/att.)
The Honorable Tom Marsh

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
Ed Hardt
James Cochell

CTK:fr srb

OREGON STATE HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
February 11, 1976

RE RSE 1 I/E
IE RECEIVED HSM
UE FEB 13 1976 RSC
SO REGION 1 RBI
ENV LOC

Landscape Artists
960 NE 10th St.
Oresham, Oregon 97030

Subject: Beaverton Interchange
Roadside Improvement
Contract 8037

Gentlemen:

No work has been done on the subject project since January 21,1976. You have left a number of unsightly rubbish piles on the project which must be removed immediately. I also wish to point out that the weeds are again growing vigorously and in great profusion, making re-weeding necessary.

In view of the fact that the weeds were allowed to get out of control to such an extent, you will be required to also treat the planting areas with an approved weed killer, taking due care to protect the landscape plantings.

A considerable quantity of the bark mulch cover was removed by your weeding activity and will have to be replaced, at your expense, where the specified depth is now inadequate. Upon completion of these items you are still required to do your replacement planting. These obligations are set forth in the Standard Specifications for Highway Construction - 1974, Section 622.42.

The condition of this project has considerable adverse comment and it is imperative that this work, including replacement planting, be completed as rapidly as possible.

In addition to the above we have received no certified payrolls for the work you have done, beginning on November 13,1976, to date. Weekly submission of payrolls is required by federal regulation. This matter was brought to your attention in a letter dated December 12,1975 and must be complied with.

J.W. Cochell
Resident Engineer

cc: Construction
FWHA
Roy Olson
Region
File

RECEIVED
STATE HWY ENGR
FEB 9'76
REFER TO Coulter
FOR

February 3, 1976

Mr. F. B. Klaboe
Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you for your letter of January 26. I note that the normal defenses of State personnel are starting to arise in our several letters with the implications that all problems arising from the Highway 217 landscaping project are that of the landscaper. While obviously the contractor is basically responsible for complying with the standard specifications for highway construction, the State Highway Department is responsible for enforcing those specifications.

I would disagree, however, with your statement that the contractor can perform his work as he sees fit. The State specifications guide as to how the contractor shall perform his work. If the Resident Engineer was very much aware that the contractor's performance was less than desirable, I would question why that Engineer wrote a letter of recommendation for this particular contractor for the manner in which he performed the work on this job. It is my understanding that such a letter was issued as a letter of recommendation, and I would assume that a copy of same would be in the job file.

We do seem to have violations of the standard conditions and specifications for highway work, and a lack of follow-through by the State. I would refer you to Paragraph 105.16 which states that the maintenance shall be continuous and effective work prosecuted day by day. Also under Section 682.42, we note the following paragraph:

> "The contractor shall be responsible for the elimination of weeds and debris on the right-of-way between all seeded or planted areas and adjacent shoulders or paved areas until completion of the plant establishment."

The same Section 682.42 also states that the contractor shall make monthly inspections jointly with the Engineer during the establishment period to determine corrective work to be done as herein before specified. The corrective work shall be started within 10 days after writ of notification has been given to the contractor by the Engineer.

Presumably your job file will confirm that written orders were given to the contractor to comply with the specifications.

It is interesting to note throughout all of this correspondence which has gone on that no work whatsoever has been done on this particular project and that weeds are piled along the highway right-of-way. Also casual driving-by observation will show substantial growths of grass and weeds within the planted area which if allowed to go unchecked, will result in the project returning to an overgrown state of confusion.

My thrust of the correspondence has not been an effort to embarrass anyone either in landscaping industry or the Oregon State Highway Division. I am substantially concerned, however, that we have an eyesore and the way the project is going it will continue to be an eyesore for years to come.

I would appreciate knowing what timetable has been set up for the correction of these problems, and also appreciate the opportunity to review the job file on this project.

Yours very truly,

Wade H. Coykendall

Wade H. Coykendall
14704 NW Forestel Loop
Beaverton, Oregon 97005

cc: Representative Tom Marsh, Senator Blaine Whipple

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I would appreciate knowing what timetable has been set up for the correction of these problems, and also appreciate the opportunity to review the job file on this project.

Yours very truly,

Wade H Coykendall

Wade H. Coykendall
14704 NW Forestel Loop
Beaverton, Oregon 97005

cc: Representative Tom Marsh, Senator Blaine Whipple

8037

February 4, 1976

The Honorable Blaine Whipple
State Senator
8455 S.W. Brookridge
Portland, Oregon 97225

Dear Senator Whipple:

As requested in your January 23 letter, attached is a copy of my reply to Mr. Alfred Meisner concerning the landscaping project on Highway 217.

Please let me know if you have any further questions.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

Attachment

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
J. H. Versteeg
Ralph Sipprell
Ed Hardt

fa srb

HOME ADDRESS
BLAINE WHIPPLE
8400 SW SAGAMORE
PORTLAND, OREGON 97225
WASHINGTON COUNTY

COMMITTEES
VICE CHAIRMAN
LEGAL, GOVERNMENT AND ELECTIONS
MEMBER
REVENUE
TRANSPORTATION

OREGON STATE SENATE
SALEM, OREGON
97310

January 23, 1976

Mr. F.B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I am in receipt of Mr. Meisner's letter of January 19, 1976 to you regarding his contention that the Highway 217 landscaping was not completed according to specifications.

Please provide me with your answer to these charges.

Sincerely,

Blaine Whipple

Blaine Whipple
State Senator

NOTED
E. S. HUNTER

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
Couch
FOR
Ltr
Memo
Rpt
Dft
Spec
Act
File

John Hunter

HOME ADDRESS
BLAINE WHIPPLE
8460 SW BROOKWOOD
PORTLAND, OREGON 97225

WASHINGTON COUNTY

COMMITTEES
VICE CHAIRMAN
LEGAL, GOVERNMENT AND ELECTIONS
REVENUE
TRANSPORTATION

OREGON STATE SENATE
SALEM, OREGON
97310

January 23, 1976

Mr. F.B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

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Please provide me with your answer to these charges.

Sincerely,
Blaine Whipple
Blaine Whipple
State Senator

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
Couch
FOR
Hunter

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

645-3351

CASCADIAN LANDSCAPE IS, INC.
13495 N.W. THOMPSON ROAD, PORTLAND, OREGON 97229

January 19, 1976

Mr Wade Coykendall
14704 NW Forestel Loop
Beaverton, Oregon 97005

Mr. F. B. Klaboe
Administ rator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
STATE ...
JAN 21 '76
REFER TO
Coulter
FOR
Info	Impl		DR	Sign	Art	File
	X	X				

Pls investigate and report with R/D reply.

Gentlemen:

I was very pleased that our company was co-correspondent in the letters from Mr Coykendall to the State Highway Department. I not only wholeneartedly agree with Mr. Coykendall but like to add a few personal feelings and observations about this particular job on Highway 217, as installed by Landscape Artists.

1. The installation was not according to specifications.

2. The size of plant material was not according to bid documents.

3. The 1 year maintenance was a disgrace to our industry and profession.

4. I feel very sorry for the taxpayer who ultimately was holding the bag on a very poorly inspected job by the Highway Dept. which resulted in such a terrible mess and bad workmanship by the contractor.

Gentlemen, I base these 4 points on plans and specifications, our company was plan holder on this particular job.

CASCADIAN LANDSCAPERS, INC. 223-4301
13495 N.W. THOMPSON ROAD, PORTLAND, OREGON 97229

January 19,1976

We have never badmouthed another contractor,our company has done several Highway jobs and I can assure you that our nose is not clean either,but we always worked out our differences with the Highway Dept. and the people we worked with.
I like to say also that the engineers went by the plans and specifications and there was give and take on both sides, but the Highway Dept. and our company never shortchanged the taxpayer.

Please keep me informed of your actions and steps to correct this job to acceptable standards according to specifications.

Please let me close this negative note with pleasant thoughts and a word of commendable performance by the Highway Dept. and contractors.

1. The Fremont Interchange landscaping by Paul Bros. Excellent work
2. Front Ave.in Portland landscaping by Ben Castile Excellent work
3. The I5 Salem Freeway by Landsystems Excellent work
4. 217 and Greenburg Road landscaping by Aichelle Landscaping Excellent work

Sincerely,

Alfred Meisner
Cascadian Landscprs,INC.

cc: Doug Anderson
ULEO Association
State Senator Blaine Whipple
State Representative Tom March

8037

534-H

February 4, 1976

Mr. Alfred Meisner
Cascadian Landscapers, Inc.
13495 N.W. Thompson Road
Portland, Oregon 97229

Dear Mr. Meisner:

In your January 19 letter you stated you felt the taxpayer was being shortchanged on the Beaverton Interchange project. I would like to reassure you that the Highway Division does not intend to let that happen.

In response to your specific comments:

1. Installation not according to specifications:

   The contractor is still performing work on the project and the project will not be accepted until the work substantially meets specifications.

2. Size of plants not according to bid documents:

   This is correct. There were undersized plants installed on the project and a reduction in price was required to allow acceptance of these nonspecification plants. There was a substitution for one type of plant allowed that was also at a reduced cost to the State.

3. Disgraceful first year maintenance:

   The Highway Division was very dissatisfied with the lack of maintenance work performed by the contractor. The contractor finally complied with our requests to perform this work. Our alternative would have been to terminate the contract.

The contractor can perform his work as he sees fits; provided, of course, that he does not violate the provisions of his contract. The Resident Engineer was very much aware that the contractor's performance was less than desirable and tried on many occasions to get the contractor to return earlier and commence the weed control work.

We have two basic means of insuring that the final result is acceptable. First, we do not pay for unacceptable work. Second, if it appears we will not be able to get an acceptable result, we either perform the work with State forces and charge the contractor, or we void the contract and award a new contract to complete the work. We avoid the second method if at all possible. We were giving this option serious consideration; however, the contractor finally complied with our requests and commenced weeding the project.

The project will not be accepted in its present condition. The contractor will be required to take adequate weed control measures and replace plants and barkdust as needed before the project is accepted and final payment issued.

I hope I have answered your questions and reassured you that we do not intend to accept the project in its current state.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Blaine Whipple

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
J. H. Versteeg
Ed Hardt
Ralph Sipprell

WR:fr CTK:ia srb

645-3351

CASCADIAN LANDSCAPERS, INC. [redacted]
13495 N.W. THOMPSON ROAD, PORTLAND, OREGON 97229

January 19,1976

Mr Wade Coykendall
14704 NW Forestel Loop
Beaverton,Oregon 97005

Mr.F.B.Klaboe
Administ rator of Highways
Oregon State Highway Division
Highway Building
Salem,Oregon 97310

RECEIVED
STATE HIGHWAY DIV.
JAN 21 '76
REFER TO Coultas
FOR
Info	Invest	R/D	D/R	Sign	Act	File
	X	X				

RECEIVED
JAN 26 1976
Office of Assistant State Highway Engineer

Ck investigate and report with R/D reply.

cy ℄ BL

Gentlemen:

I was very pleased that our company was co-correspondent in the letters from Mr Coykendall to the State Highway Department. I not only wholeheartedly agree with Mr.Coykendall but like to add a few personal feelings and observations about this particular job on Highway 217,as installed by Landscape Artists.

1. The installation was not according to specifications.

2. The size of plant material was not according to bid documents.

3. The 1 year maintenance was a disgrace to our industry and profession.

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Gentlemen,I base these 4 points on plans and specifications, our company was plan holder on this particular job.

CASCADIAN LANDSCAPERS, INC. 223-4301
13495 N.W. THOMPSON ROAD, PORTLAND, OREGON 97229

Mr.Wade Coykendall
Mr.F.B.Klaboe
page 2

January 19,1976

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4. 217 and Greenburg Road landscaping by Aichelle Landscaping Excellent work

Sincerely,

Alfred Meisner
Cascadian Landscprs,INC.

cc: Doug Anderson
ULEO Association
State Senator Blaine Whipple
State Representative Tom March

8037

bc: E. S Hunter
J. H. Verstoeg
C. T. Keasey
Ed Hardt (w/att.)
Ralph Sipprell

WR:fr srb

January 26, 1976

Mr. Wade H. Coykendall
14704 N.W. Forestel Loop
Beaverton, Oregon 97005

Dear Mr. Coykendall:

I agree that the contractor waited much too long before returning to the Beaverton landscape project to perform the necessary weed control work. As you noted in your letter, this excessive delay makes it much more difficult to obtain the desired results. I do not agree, however, that our field personnel were lax in performing their supervision and inspection. As I mentioned in my previous letter, the contractor can perform his work as he sees fit; provided, of course, that he does not violate the provisions of his contract. The Resident Engineer was very much aware that the contractor's performance was less than desirable. He tried on numerous occasions to get the contractor to return to the project earlier and commence the weed control work.

511-H

We have two basic means of insuring that the final result is acceptable. First, we do not pay for unacceptable work. Second, if it appears we will not be able to get an acceptable result, we either perform the work with State forces and charge the contractor, or we void the contract and award a new contract to complete the work. As I am sure you appreciate, we avoid the second method if at all possible. We were giving this option serious consideration; however the contractor finally complied with our requests and commenced weeding the project.

The project will not be accepted in its present condition and the contractor will be required to take adequate weed control measures and replace plants and barkdust as needed before the project is accepted and final payment issued.

I hope this explanation helps to assure you that our personnel are in fact performing the proper supervision and inspection necessary to protect public funds.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Blaine Whipple (w/att.)

1/14/76

The attached ltr. to Whipple should be reworded (2nd paragraph) or held until we answer another letter from Coykendall just received today.

ja

I suggest hold until Keasey replies with P/D

Mr. Klaboe:

We did not send anything to Senator Whipple--my letter indicated "we had satisfactorily answered Coykendall's concerns"--because Coykendall wrote again--he wasn't at all satisfied. Keasey is preparing draft--is it o.k. to wait for that to get back to Sen. Whipple?

S

OK if Keasey working at it

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 14, 1976

The Honorable Blaine Whipple
State Senator
8455 S.W. Brookridge
Portland, Oregon 97225

Dear Senator Whipple:

Attached is a copy of our January 9 response to Wade H. Coykendall concerning the landscape project on Highway 217 in Beaverton.

I believe our letter satisfactorily answers the concerns expressed by Mr. Coykendall but, if you wish anything further, please let me know.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

Attachment

cc: Wade H. Coykendall

HOME ADDRESS
BLAINE WHIPPLE
6400 SW BROOKWOOD
PORTLAND, OREGON 97225
WASHINGTON COUNTY

COMMITTEES
VICE CHAIRMAN
LEGAL, GOVERNMENT AND ELECTIONS
MEMBER
REVENUE
TRANSPORTATION

OREGON STATE SENATE
SALEM, OREGON
97310

12 January 1976

Fred Klaboe, Director
Oregon State Highway Dept.
Room 140
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I am in receipt of a letter to you from Wade H. Coykendall of Beaverton wherein Mr. Coykendall expresses concern about the landscape contract on highway 217 in Beaverton.

I would appreciate a report on this contract with particular attention being paid to the issues raised by Mr. Coykendall.

I'm sure you agree that if specifications are not being followed or if incorrect specifications have been issued, corrective action will be instituted.

Please send a copy of your reply to me to Mr. Coykendall at 14704 N. W. Forestel Loop, Beaverton, Oregon 97005.

Sincerely,

Blaine Whipple

Blaine Whipple
State Senator

cc: Wade H. Coykendall

RECEIVED
STATE HWY ENGR
JAN 13'76
REFER TO
FOR

Routing
Keasey RECEIVED Richards
Bond Dana
Richmond JAN 16 1976 Berg
Harwood
Johnson CONSTRUCTION
Walker SECTION

January 12, 1976

Mr. F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you for your very prompt reply to my letter regarding the landscaping project on Highway 217 in Beaverton. However, in reading your response, I feel that I may have failed to communicate my true feelings to you in a proper aspect.

I am in agreement with you on two points. They are as follows:

1. That highway beautification is a desirable use of taxpayers' monies.

2. That the current work is still being done by a contractor and not the State.

However, my point of concern is that the State does not seem to be exercising the same degree of supervision and inspection on this particular project as they have on other highway beautification projects. Since they have not undertaken the same degree of inspection and apparently are preparing to accept the project on its present basis, I am very concerned that in the long run this will be detrimental to the State and cost the State substantially more monies for upkeep than similar projects which have been properly inspected and have met all State specifications.

If the current project is accepted with the weed control measures undertaken and the area given only an application of weed control chemicals, then certainly the weeds and substantial growth of grass in the project will not be curtailed, and this will involve substantial maintenance funds, if indeed it is even possible to control the unwanted growth.

The problem apparently developed from improper and inadequate soil preparation and weed control at the beginning of the project and the excessive time that was allowed to elapse between weed

control programs by the contractor. The current method of removing weeds is also removing substantial amounts of dirt and bark dust while leaving the weed roots intact.

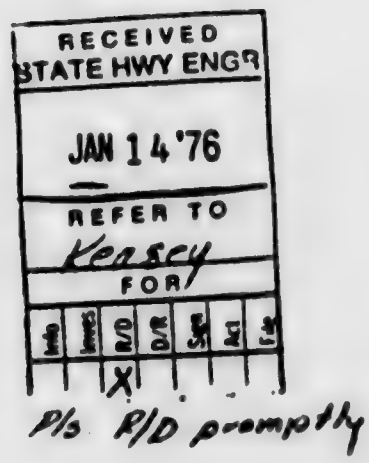
It is my feeling, if the highway administrators are not aware of this problem, that the job file be reviewed by them.

Yours very truly,

Wade H Coykendall

Wade H. Coykendall
14704 NW Forestel Loop
Beaverton, Oregon 97005

cc: State Senator Blaine Whipple, State Representative Tom Marsh



#5037

January 9, 1976

Mr. Wade H. Coykendall
14704 N.W. Forestel Loop
Beaverton, Oregon 97005

Dear Mr. Coykendall:

Thank you for your letter in regard to the landscape project on Highway 217 in Beaverton. While you may be right in many of your statements, it is only fair that the credit for the current weed and grass problem go to private enterprise and not the State.

Congress allocates a small amount of special funds for highway beautification. These are 100 percent federally funded and can only be used for landscape or roadside improvement projects. This is how the project in question was funded and no State Highway funds are involved in the initial construction.

Competitive bids were taken for this contract, which called for preparation of the area, planting the trees, shrubs and vines, and maintenance of the area and the plant material during a one-year establishment period.

The initial contract amounts establish the cost of the finished job and it is the contractor's prerogative to perform these operations as he sees fit, within the bounds of the contract specifications. The people you have observed are the contractor's employees doing work under his direction. No extra contract costs were involved if his supervision was lax.

Prior to completion of the project, the area must be cleaned up and plants replaced where necessary. That is the work that is now in progress. The area will be given an application of weed control chemicals when this is completed and the contract is finalized.

We hope our maintenance efforts will be more efficient than those you have observed. We agree that it will be a few years before the areas fill in to obtain the desired end result and, in the meantime, our maintenance costs will be higher than an undeveloped section. Whether this type of project is an appropriate use of public funds is a matter of opinion. Many people feel the roadside planting and interchange landscaping is as much a part

of highway design and construction as the other features that go into the completed facility and, presumably, that is why Congress earmarks these funds for this specific use and requires no State match money for this construction.

We feel we are following the desires of the majority of the people in this activity and in bringing federal dollars to work in Oregon.

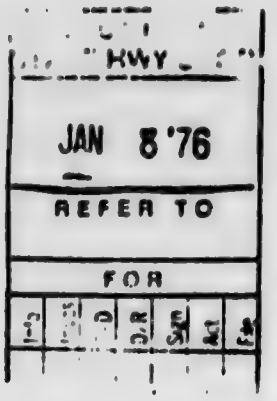
Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
J. H. Versteeg
Ed Hardt (w/att.)

ADO:az srb

January 7, 1976



Mr. Fred Klaboe
Director Oregon State Highway
Commission
Room 140
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I am writing out of concern for a State Highway contract for landscaping currently underway in Beaverton on Highway 217. We have already seen the results of an inadequately performed landscaping project on 217 at the Cedar Hills interchange. It would be a shame if the landscaping along this particular route were allowed to be completed in such a manner as to have no ultimate effect for beautification.

At the present time, crews have been attempting to weed the project. These weeds have been allowed to grow unchecked until such time as they have overrun the entire landscaping project. The crews, in taking out the weeds, are taking out bark dust and weed tops only, and already you can see a substantial amount of weeds regrowing from the original root structures.

It would be our hope that the Highway Department would insist on the same specifications being met on this particular job for completion as have been previously directed on other projects. It appears at this time that the only way to solve the extensive weed problem, which could result in a long term control problem, would be for removal of the existing shrubs, a complete spraying, and a replanting undertaking. I would appreciate any information you can give me on the status of this particular project.

Yours very truly,

Wade H. Coykendall

Wade H. Coykendall
14704 NW Forestel Loop
Beaverton, Oregon 97005

cc: State Senator Blaine Whipple, State Representative Tom Marsh

GSH

#8037

480-H

January 9, 1976

Mr. Howard Sherwood
5254 N.E. 21st Avenue
Portland, Oregon 97211

Dear Mr. Sherwood:

Thank you for your letter in regard to the landscape project on Highway 217 in Beaverton. While you may be right in many of your statements, it is only fair that the credit for the current weed and grass problem go to private enterprise and not the State.

Congress allocates a small amount of special funds for highway beautification. These are 100 percent federally funded and can only be used for landscape or roadside improvement projects. This is how the project in question was funded and no State Highway funds are involved in the initial construction.

Competitive bids were taken for this contract, which called for preparation of the area, planting the trees, shrubs and vines, and maintenance of the area and the plant material during a one-year establishment period.

The initial contract amounts establish the cost of the finished job and it is the contractor's prerogative to perform these operations as he sees fit, within the bounds of the contract specifications. The people you have observed are the contractor's employees doing work under his direction. No extra contract costs were involved if his supervision was lax.

Prior to completion of the project, the area must be cleaned up and plants replaced where necessary. That is the work that is now in progress. The area will be given an application of weed control chemicals when this is completed and the contract is finalized.

We hope our maintenance efforts will be more efficient than those you have observed. We agree that it will be a few years before the areas fill in to obtain the desired end result and, in the meantime, our maintenance costs will be higher than an undeveloped section. Whether this type of project is an appropriate use of public funds is a matter of opinion. Many people feel the roadside planting and interchange landscaping is as much a part

of highway design and construction as the other features that go into the completed facility and, presumably, that is why Congress earmarks these funds for this specific use and requires no State match money for this construction.

We feel we are following the desires of the majority of the people in this activity and in bringing federal dollars to work in Oregon.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
J. H. Versteeg
Ed Hardt (w/att.)

ADO:az srb

RECEIVED
TE HWY
JAN 5 '76
REPLY TO
Hensley
FOR
Info | Instr | A&D | O.R. | Sec. | Mtl | File
X

5254 NE 21st Ave.
Portland, Ore. 97211
January 2, 1976

State Highway Dept.
Salem, Oregon.

Gentlemen:

I should have written this letter about a year and a half ago when I first thought about it because this one today will surely appear like second-guessing. I assure you, however, it is not. I am also convinced it will do little, or no, good because it is not possible to talk face-to-face with a department or a corporation, and when we are poles apart in our philosophy--yours to spend the money and mine to conserve it.

What "bugged" me at the time was the landscaping program on Highway 217 as it passes through east Beaverton, because this is the area I see every day as I go to and from work. You had a fairly adequate grass cover on these banks which one man and a power mower could keep trimmed by working a day or so a week. Then the order went out to chew it all up, to add a great many truckloads of rotted manure, to stir this into the top soil and prepare the ground for the planting of thousands of low shrubs. I was astonished at this procedure for the department was then putting out a great cry about not having the necessary funds to finance their usual maintanance program, citing the gas economy program and inflation. I said at the time that the maintenance and weeding of these banks alone would fill a lot of chuck holes and I couldn't have been "righter." A wonderful crop of weeds and grass resulted.

In the summer when school was out a scattering of high school kids descended on the banks whose principal interest, as evidenced by their work, was to draw their paychecks at the end of the week. Some of these people couldn't have kept the weeds out of their own flower beds at home and were obviously subsidized by citizen funds paid into the highway department. When school began they left the weeds and grass where they lay (after having shaken them out good and reseeded the banks) and went off to school. The late August rains supplied the catalyst and the beautiful fall the rest. Now for the past two months a more efficient crew, complete with bright orange pants, and made up partly of women (some of whom also would have trouble keeping the weeds down in their own yards), have been busily pulling weeds and grass again and hauling them down to the edge of the road to be picked up later by trucks, and hauled no doubt to some landfill for disposal. I'd sure like to have the topsoil and barkdust that goes with it. Because of the shrubs this work all has to be done by hand of course.

Now, given a few more months and this work will have to be done all over again, and again, and again. It will take years for the banks to fill in so the weeds and grass wont grow any more.

This policy, multiplied around the state, must surely be one of the reasons that we all rushed to sign to put the one-cent tax increase on the ballot. My own personal belief is that in this instance, and others of similar nature, you "goofed." If you had come out with a sincere effort to cut down on expenditures and offered to eliminate many of the frills in the highway program your image with the public would have been vastly improved. We all have to cut down, and did, and it didn't convince many of us that a 5% cut in the gas tax would cripple your program. You should be ashamed. But as I said in the beginning, you are trying to spend the money, not to save it.

Yours truly,

Howard Sherwood

5037

1993

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • 97310

FILED
NOV 13 1975
CLAY MYERS
SECRETARY OF STATE

Nov 13 8 58 AM '75

November 12, 1975

CLAY MYERS
SECRETARY OF STATE

Bell and Bell
Attorneys at Law
311 North Third Street
Stayton, OR 97383

Attention: Neal H. Bell

ENTERED 0 S
12-15-75

Gentlemen:

This is to acknowledge receipt of your letter of November 5 with attached invoices and note on behalf of your client, Kraemer's Nursery, stating that Landscape Artists owes them $3,741.20 plus interest.

This appears to be in reference to the Landscape Artists Contract No. 8038 (Walker Road Interchange Section) and Contract No. 8037 (Beaverton Interchange Section) in Washington County.

The Balboa Insurance Company furnished the performance bonds on both contracts which are given to assure completion of the contracts and payment of all bills incurred in them. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 15 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn
cc Landscape Artists
Balboa Insurance Company
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WALTER H. BELL
NEAL H. BELL
JACK V. ROUNDTREE
R. MICHAEL HEALEY

BELL & BELL
ATTORNEYS-AT-LAW
211 NORTH THIRD STREET
STAYTON, OREGON 97383

TELEPHONE
769-3147
AREA CODE 503

November 5, 1975

State Highway Commission
Room 121
State Highway Building
Salem, OR 97310

Attention: Cecil Head

Re: Landscape Artists contract
Job Nos. 8037 and 8038

Gentlemen:

As I mentioned in my telephone conversation with you, we are representing Alan Kraemer, doing business as Kraemer's Nursery and I am writing this letter to notify you of a claim against the listed job numbers on behalf of our client.

Between October 28, 1974 and December 6, 1974, Kraemer's Nursery sold various planting stock to Jon B. McKinney, doing business as Landscape Artists, as shown by the attached invoices. On March 12, 1975, the remaining balance sum was reduced to a note, a copy of which is also attached, but there remains an outstanding balance of $3,741.20, plus interest at the rate of 9% per annum from June 30, 1975, at this time.

We would appreciate our client's claim being taken into consideration at the time final payment may be made on this project, and if there is a surety for the contract, we would appreciate your notifying the surety of our client's claim.

Very truly yours,

BELL AND BELL

Neal H. Bell

NHB:sl
Enc.
cc: Alan Kraemer

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Order No. 0655 Dept. Date 10/28/74

Name Landscape Artists City

Address

Ship To City

Address

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
				75	196	50
262	Broom			75	331	50
442	Tarn					
		10 a			538	00

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Recipro
SH 54

Kraemer's Nursery
Rt. 1, Box 10
Mt. Angel, Oregon

Order No. 0656 Dept. Date 10/22 1975

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
				.75	6.15	75
921	Toms			2.50	2.5	—
10	Summac			.75	10.3	7.70
258	Broom			.25	22.4	2.5
1151	Toms					
				Total	1172	80

[illegible]

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Redi/prm
SH 54

Our Copy

Order No. 0661 Dept. Date 19

Name

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
735	Brame			7<	176	25
701	Jernigan			7<	525	25
		total			702	—

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
SH 54

Kraemer's Nursery
Rt. 1
Mt. Angel

Order No. 0663 Dept. Date 11/1 19 75

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
				75	1011	—
686	~~Taxus~~ Bar Harbors			75	148	SO
195	Taxus			75	37	SO
SC	Golden Pfitzer Junipers			75	94	SO
136	Junipers					
			Total		1321	SO

Lee O. McKinney

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rad-form
SH 54

Kraemer's Nursery
Rt. 1, Box 10
Mt. Angel

Order No. 0664 Dept. Date 11/3 '75

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
				75	353	25
471	Andorra Juniper			75	565	50
5 ~~[illegible]~~	Golden Juniper			3.50	175	—
50	Douglas Fir 3'4'					
					1093	75

Lou B. McKinney

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rev. form
SH 38

Sold To:

Kraemer's Nursery
Rt.1, Box 155
Mt. Angel, Oregon 97362

Order No. 0668 Dept. Date 11/5 1974

Name Landscape Artists

Address Eagle Creek City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
100	Bar Harbor			75	75	—
120	Sav. Juniper			75	90	—
1000	Tams			75	750	—

Order No. 8499 Dept. Date 11-13 19 74

Name Sandoval Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

12	Tri-color Brooms		9	—
30	Varsity Economizers	75	22	50
52	Pilot Combination		39	—
50	Best Washes		37	50
			108	—
			108	00

Rediform SH 54

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Kraemer's Nursery
Rt. 1, Box 10
Mt Angel, Oregon 97362.

Order No. 0676 Dept. Date 11/17/75

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

200	Variegated Junipers	.75	150	—
260	Golden Pfitzer	.75	195	—
400	Bar Harbor	.75	300	—
	John D. Hill Nursery		645	—

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rev. form
SH 54

Kraemer's Nursery
Rt. 1, Box 10
Mt. Angel, Oregon 97362

Order No. 0670 Dept. Date 11/11

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
700	Bar Harbor			.75	525	—
250	Emerald			.75	187	50
~~4~~	~~Emerald Gem~~					
1	Sweet Gum			5.00	5	—
					717	50

for US Forest Service

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
SH 54

Kwiemen's Nursery
Rt. 1, Box 10
Mt. Angel, Oregon 97362

Order No. 0674 Dept. Date 11/12 1975

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
410	Golden Elfitzer			.75	307	50
600	Barberberry			.75	450	—
					757	50

John B. McKinney

Kardiform
84 24

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Kraemer's Nursery
Rt. 1, Box 10
Mt. Angel, Oregon 97362

Order No. 0680 Dept. Date 11/13 19 74

Name Landscape Artists City

Address

Ship To City

Address

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
				.75	2.17	50
330	San Jose			.75	3.02	50
410	Pfitzer Compacta			.75	1.57	—
200	Broom			.75	45	—
60	Pfitzer Compacta					

Order No. 0701 Dept. Date 12/ 1/ 70

Name Landscape Artist

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

150	Mint Julep			
370	Mexi			
370	Military			
150	[illegible]			
[illegible]				
[illegible]		.75		
			75D	—

Lois B. McKinney

Retiform
5M 2d

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Kraemer's Nursery

Order No. 0703 Dept. Date 11/6/75

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

600	Wiltoni Juniper	75		
	Jay B. Tait Miller			

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Redifprm
SH 54

Kraemer's Nursery

Order No. 0705 Dept. Date 11/6 19 75

Name Gillespie Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

110	Wiltoni juniper			

$ 4,129.70 , March 12, , 19 75

I (or if more than one maker) we, jointly and severally, promise to pay to the order of
Kraemer's Nursery
at Rt. 1 Box 10 Mt. Angel, OR 97362
Four thousand one hundred twenty-nine and 70/100 DOLLARS,
with interest thereon at the rate of 9 percent per annum from March 12, 1975 until paid, payable in
installments of not less than $ 500.00 in any one payment; interest shall be paid and
~~in addition to~~ * is included in the minimum payments above required; the first payment to be made on the 30th day of June,
19 75 , and a like payment on the 30th day of each month thereafter, until the whole sum, principal and interest has been paid; if any of said installments is not so paid, all principal and interest to become immediately due and collectible at the option of the holder of this note. If this note is placed in the hands of an attorney for collection, I/we promise and agree to pay holder's reasonable attorney's fees and collection costs, even though no suit or action is filed hereon; however, if a suit or an action is filed, the amount of such reasonable attorney's fees shall be fixed by the court, or courts in which the suit or action, including any appeal therein, is tried, heard or decided.

* Strike words not applicable.

LANDSCAPE ARTISTS

Jon B. McKinney

Jon B. McKinney
Owner

(If this note, without disclosures, is required for any purpose, such a form is available.)

FORM No. 1317—Truth-in-Lending Series—INSTALLMENT NOTE. TB

Stevens-Ness Law Publishing Co., Portland, Ore.

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8037

August 14, 1975

Landscape Artists
960 N.E. Tenth St.
Gresham, OR 97030

Attention: Jon B. McKinney

Gentlemen:

We have your Assignment of Claim in the amount of $9,540.64 to Marv Rexius, Rexius Fuel Cntr., 750 Chambers St., Eugene, OR 97402

It is our understanding that this assignment applies to your Contract Nos. 8037 and 8038 and was executed due to the plant withholding establishment period on the two contracts. We have added the contract numbers to the assignment form.

In order for us to comply with this assignment, we will need a statement from your surety consenting to this assignment. Attached is a copy of the assignment for your surety.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:ser
Att.

bc: Dick Hacek
Jack Sellis

NO RFNL(?)

Form 16-726-1204

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF--Nine Thousand, five hundred forty and 64/100---- ($9,540.64) Dollars, to me paid, I hereby sell, assign and transfer the within claim for the amount stated above Contracts 8037 and 8038

Mr. Marv Rexius to Rexius Fuel Cntr. 750 Chambers Eugene, Or 97402 and authorize and empower said Mr. Mary Rexius to act as agent for amount above and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 7 day of August, 19 75

Executed in the presence of us as witnesses:

Michael D Wagner

Jeannine M McKinney

LANDSCAPE ARTISTS

Lori D. Wagner

8037

10-23-74

Distraint 8037

DEPARTMENT OF REVENUE

STATE OFFICE BUILDING • • SALEM, OREGON • • 97310

TO: Vern Skoog, Controller
Highway Division
Dept. of Transportation
Salem, OR

DEBTOR: Jon McKinney
Jeannine McKinney, dba
Landscape Artists

In the matter of a Distraint Warrant for 1973 Withholding taxes due the State of Oregon from January 1, 1973 through September 30, 1973.

RELEASE OF GARNISHMENT

You have been served with a Notice of Garnishment dated October 22, 1974, 19 , related to Distraint Warrant DW-931587 entered in Volume page of the Judgment Docket of Clackamas County, state of Oregon, in the sum of $ 399.45 .

You are hereby notified that the Department of Revenue relinquishes all rights accrued to it under said Notice of Garnishment and declares it to be of no further force or effect.

DATED THIS 23 day of October 19 74, Salem Oregon.

Compliance Section
Collection Division

10/28/74

10/23/74

A-328 (Rev. 8-74)

STATE OF OREGON

In the matter of a Tax Warrant for taxes due the State of Oregon from Jon McKinney Jeannine McKinney dba Landscape Artists

NOTICE OF GARNISHMENT

Rec'd 10/22/74 2:45 PM Hooks

To Vern Skoog, controller Highway Division-Department of Transportation Salem, Oregon

By virtue of Tax Warrant No. DW-931587-73 to me directed, issued by the Department of Revenue of the State of Oregon and entered in Volume ..... page ....., of the Judgement Docket of the County of Clackamas, State of Oregon, a certified copy of which you are herewith served, I hereby levy upon and garnish all property, moneys, debts, right and/or credits of every nature in your hands or under your control belonging or owing to said Jon McKinney & Jeannine McKinney or so much thereof as will satisfy the claim of the State of Oregon, to wit $399.45, together with costs and additional statutory charges. You are hereby required forthwith to furnish to the undersigned a complete written statement of all such property, money, etc., and you are hereby notified to pay over and/or transfer the same to the undersigned.

Dated this 22nd day of October, 19 74, at Salem, Oregon.

Joe Hallam (Sheriff / Field Agent)

By ....., Deputy

(Form for your answer is provided on the reverse side hereof, ORS 29.280 provides that a return of this notice shall be filed within five days.)

OREGON REVISED STATUTES 23.185 – Wage Subject to Garnishment

23.185. (1) Except as provided in subsection (2) of this section, the maximum part of the aggregate disposable earnings of an individual for any workweek that is subjected to garnishment may not exceed:

(a) 25 percent of his disposable earnings for that week; or

(b) The amount by which his disposable earnings for that week exceed 30 times the federal minimum hourly wage prescribed by section 6(a)(1) of the Fair Labor Standards Act of 1938 (29 U.S.C. 206) in effect on April 30, 1969, whichever amount is less.

(2) The restrictions of subsection (1) of this section do not apply in the case of:

(a) Any order of a court for the support of any person.

(b) Any order of a court of bankruptcy under sections 1 (601) to 1 (686) of the Act of June 22, 1938, ch. 575 (11 U.S.C. 1001 to 1080).

(c) Any debt due for state or federal tax.

(3) No court shall make, execute or enforce any order or process in violation of this section.

(4) Any waiver by a debtor of the provisions of this section is void.

(5) A copy of this section shall be attached to or made a part of any legal process served on a garnishee.

Form 328 (Rev. 7-1-70)

ANSWER TO GARNISHMENT

To ..... Jo Hallam .....

Sheriff of the County of ....., State of Oregon, or

Field Agent, Department of Revenue ..... Salem ....., Oregon.

In answer to the within Notice of Garnishment, it is hereby certified that the following described property, etc., belonging to the within-named debtor is in the hands or under the control of the within named garnishee .....

.....

.....

That said described property, etc., is being transferred and/or paid with this return and that there is no other property of any kind of said debtor in the possession of the undersigned.

Dated this ..... day of ....., 19....., at ....., Oregon.

....., Garnishee.

STATE OF OREGON

County of Clackamas

NOTICE OF GARNISHMENT

In the matter of a Tax Warrant against

Jon & Jeannine McKinney

Alias

ATE OF OREGON
RTMENT OF REVENUE
lem, Oregon 97310

WARRANT NO. 931587

and Writ of Execution

Jon McKinney
Jeannine McKinney dba
Landscape Artists
Route 1, Box 93
Eagle Creek, Oregon 97022

iff (or County Officer charged with the duties of Sheriff as to the Department of Revenue Warrants) Clackamas , County, Oregon

District	22
WARRANT DATE	10-22-74
Interest Date	11-30-74
Assessment Date	9-11-74
First Notice Date	NA
Code	DW-73
Account No.	093158 KW, LW, MW

and prior years:
elinquency or deficiency; 5%
eficiency due to negligence; 5%
ilure to file; 100%
and later:
elinquency or deficiency; 5% per mo.; aximum 25%
eficiency due to negligence; 5%
ilure to file; 5% per mo.; maximum 25%

and prior years:
linquency or deficiency; 1/2 of 1%
ilure to file; 1/2 of 1%
linquent instalment; 1% + 1/2 of 1%
and later:
Delinquency or deficiency; 2/3 of 1%
Failure to file; 2/3 of 1%
Delinquent instalment; 1% + 2/3 of 1%

Tax		$ 315.35
Docket Fee		$ 3.00
Collection Charge	$ 5.00	
Penalty 1)	$ 53.40	
Interest 2)	$ 22.70	$ 81.10
TOTAL TO COLLECT		$ 399.45

other County Officer as described above)

going taxes have been lawfully assessed, and having not been paid within the time allowed by law; NOW THERE-
nt to the provisions of the law, YOU ARE HEREBY COMMANDED to satisfy the above tax claim (including interest,
ction charge, and your costs of executing this warrant) out of the personal property of the debtor, and if sufficient
perty cannot be found, then out of the real property belonging to the debtor, and to pay to the Department of Rev-
ney collected pursuant to the warrant within 60 days from the date of this warrant.

Salem, Oregon, by direction of

DEPARTMENT OF REVENUE

(Seal)

By Ralph D. [illegible]

STATE OF OREGON

County of _____ ss.

I hereby certify that I have compared the within warrant and writ of execution for collection of _____ taxes with the original warrant and writ of execution for collection of _____ taxes, as received by me from the Department of Revenue, State of Oregon, and that the same is true and correct copy of said original and of the whole thereof.

_____
(Name) (Title)

_____ County, Oregon

By _____
Deputy

COUNTY RETURN
on Warrant and Writ of Execution

Notice of sale: _____
(Dates)

By publication in _____
(Newspaper, town)

_____
(County, state)

By posting notice at the following places _____

_____

_____

Amount received from sale ..... $_____

Cost of levy and sale ..... $_____

Net proceeds ..... $_____

STATE OF OREGON

County of _____ ss.

To the Department of Revenue, Salem, Oregon:

I _____ of _____ County,
(Name) (Title)

do hereby certify that I received the within Warrant and Writ of Execution on the _____ day of _____, 19____, and _____

(Action taken, property levied upon, etc.)

_____

_____

_____

Done at _____ County,

this _____ day of _____, 19____.

_____
(Name) (Title)

By _____, Deputy

8037

STATE COPY

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R3009
8-19		STATE Oregon
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-1-74	COUNTY Washington
		PROJECT NO. [illegible]

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217, 0.4 mi. S. of N. City Limits of Beaverton, N. 0.61 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	6-7-74	0.0

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 109,297	Pro Rata 100% $ 109,297

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer August 1, 1974

Form FR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. LSS-628(5)

BEAVERTON INTERCHANGE SECTION

OF THE BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, July 26, 1974

Project agreement estimate.

Type Code Y003
Landscaping (Sta. 164+00 to Sta. 196+00)

Temporary Protection and Direction of Traffic	All Required		$ 700.00
Temporary Signs	350 sq.ft.	5.00	1,750.00
Flagmen	44 hours	11.50	506.00
Furnishing and Placing Topsoil	350 cu.yds.	12.00	4,200.00
Furnishing and Planting Trees	160 only	35.00	5,600.00
Furnishing and Planting Shrubs	3,800 only	5.50	20,900.00
Furnishing and Planting Vines	60,000	0.67	40,200.00
Bark Mulch	430 unit	50.00	21,500.00
			$ 95,356.00
Temporary Erosion Control	All Required		$ 100.00
			$ 100.00
	Subtotal		$ 95,456.00
	Engr. and Cont.		13,841.00
	Total		$ 109,297.00

Length of Project - - - - - - 0.00 miles

Federal Funds - - - - - - - - $109,297.00

Group 1 - 100%

Contract No. 8037

Prefix: 134-0908

8037

July 8, 1974

Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

Gentlemen:

The Oregon Transportation Commission on July 3, 1974, accepted your proposal for work on the Beaverton Interchange Section of the Beaverton-Tigard Highway in Washington County for the sum of $95,356. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8037.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
E. L. Hardt
James Cochell
Roy Olson
Wm. Geibel (SAIF)

80.37

bc: C. W. Head
G. M Idwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
Ben Gifford
Ed Hardt
Gary Sund
R. E.Whipps

BLG:js cm

June 14, 1974

AGENDA
JUN 26 1974
4d

TO Oregon Transportation Commission

FROM ORIGINAL SIGNED BY E. B. KLABOE
F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Additional Highway Beautification Funds

There is a possibility that additional highway beautification funds may be released by the Federal Highway Administration. Accordingly, we have submitted programming documentation on the following projects to the Federal Highway Administration:

1. Walker Road Interchange Section
   Beaverton-Tigard Highway
   Washington County

   Estimated Cost - $52,171

2. Beaverton Interchange Section
   Beaverton-Tigard Highway
   Washington County

   Estimated Cost - $118,366

Highway beautification projects are financed entirely with Federal funds under Section 319b of Title 23, U.S. Code and require no State matching funds. We anticipate letting these projects promptly in the event federal funds are released.

I recommend these projects and request your approval, provided Federal funds are available. This matter will be on the agenda for your consideration at the June 26 meeting.

TRANSACTION NUMBERS 6-39 AND 6-40

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-7-74

BY (Signature): L. W. Rubien's Letter of 5-16-74

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Landscape & Scenic Enhancement

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 55 THRU 56

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
55	LSS 628(4)	0.0	52,171	52,171.00	Walker Rd. Interchange Sec. Washington County State of Oregon	Landscaping
56	LSS 628(5)	0.0	118,866	118,866.00	Beaverton Interchange Sec. Washington County State of Oregon	Landscaping

NOTED
E. S. HUNTER

JUN 10 1974

REMARKS (If None, So State)

6-11-74
original to L.W. Rubien

RECEIVED
JUN 11 1974
OFFICE OF

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE June 7, 1974	SIGNATURE AND TITLE for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

L-7

7037

FHWA PR-68 (Rev. 8-71)

GPO 935-430

8087

STATE DEPARTMENT — UNITED STATES DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION — 6-7-74

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. LSS-628(5)

STATE PROJECT NO. BEAVERTON INTERCHANGE

FROM: L. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. LSS-56

COUNTY NAME WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
HWY ENGR
JUN 10 1974
REFER TO
FOD

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JUNE 7, 1974	JUNE 7, 1974	SECONDARY ROUTE 628	SECONDARY ROUTE 144

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S MAY 16, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-11-74
original & title sheet
to L.W. Rulien

DATE: 6-7-74

SIGNATURE OF APPROVING OFFICIAL: E. Flibbert

TITLE: DIVISION ENGINEER

803 7

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

May 15, 1974

TO G.L. Green, Division Engineer
Federal Highway Administration

FROM R.L. Schroeder
Assistant State Highway Engineer

SUBJECT Roadside Improvement Projects

This negative declaration is to accompany our request for Federal-aid approval for the subject roadside improvements projects.

LOCATION AND DESCRIPTION OF PROJECT

Beaverton Interchange Section
Beaverton-Tigard Highway
Washington County

N.W. 185th Avenue Interchange Section
Sunset Highway
Washington County

Pacific Highway-Park Street Section
Green Springs Highway
Jackson County

Rickreall-Independence Junction
Dallas Highway
Polk County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soils of the affected portions of the highway right-of-way will be graded and prepared for planting and other improvements.

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NEGATIVE DECLARATION

BASIS FOR

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ing right-o

provided

way beau

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways. Other purposes, in special instances, include roadside park and greenway beautification.

Wherever possible, planting areas are designed to channel vision, to guide the motorist through interchanges, and to relieve visual monotony by creating variety in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway rights-of-way, so other land uses in private control will not be preempted. For this reason, the projects are exempt from A-95 (Clearinghouse) review.

Signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. These projects will be permanent assets to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that these projects do not constitute major actions, as defined in PPM 90-1, Appendix F, nor do they have the potential to significantly adversely affect the quality of the social and natural environments.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date JUN 3 1974

for Division Engineer

WM:cb

cc: F.B. Klaboe
A.E. Johnson
E.S. Hunter
J.H. Versteeg
V.D. Wolfe
L.W. Rulien
A. Shirley
E.L. Hardt

6038 Walker Rd. Interchg. Sec. 1974
of Beaverton-Tigard Hwy.
(Roadside improvement)

JOHNSON
NEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Highway Building

September 20, 1976

Oregon Association of Credit Management Inc.
937 S. W. 14th Ave.
Portland, OR 97205

RE: Bankruptcy of John B. McKinney dba Landscape Artists

Attention: Mr. Robert Butz

Dear Sir:

Enclosed please find a letter dated September 10, 1976 terminating a contract between the Highway Division and Landscape Artists. I would appreciate it if you would forward this to the referee in bankruptcy so that he may be aware of the status of Landscape Artists and the Highway Division.

Sincerely yours,

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure

cc: H. S. Coulter
R. L. Schroeder
John Bond
James Cochell

NOTED
R. L. SCHROEDER

RECEIVED
SEP 21 1976
Office of

8038

BUTLER, HUSK & GLEAVES
LAW OFFICES
EIGHTH FLOOR, 975 OAK STREET
P. O. BOX 1147
EUGENE, OREGON 97401

TELEPHONE
(503) 686-8833

EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
ARLEN C. SWEARINGEN
HAROLD D. GILLIS
ERIC L. LARSEN
STANGLEE G. POTTER
THOMAS H. HOYT
CHARLES D. MORGERS
THOMAS M. ALLEN
JOHN F. ROCCA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY

September 20, 1976

Jack L. Sollis
Assistant Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Re: Landscape Artists - Rexius State of Claim

Dear Mr. Sollis:

The purpose of this letter is to confirm our conversation this date, particularly your confirmation that the Statement of Claim filed by Marvin L. Rexius on behalf of Rexius Fuel and Growing Center on March 17, 1976, is a valid claim against Balboa Insurance Company, the surety for Landscape Artists under contract numbers 8037 and 8038, and that no further action by Rexius is necessary to maintain that status.

I will await your response concerning my question regarding the source of the requirement that notice be given to a bonding company before an assignment of claim will be honored. I thank you in advance for your aid in answering this question and for your assistance this date in reconstructing the occurrences prior to termination of contract numbers 8037 and 8038 by the State of Oregon.

Very truly yours,

William S. Wiley

va

cc: Cecil Head - State of Oregon Highway Division
Marvin Rexius - Rexius Fuel

RECEIVED
SEP 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8038

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

XXXXXXXXXXXXXXXXXX

211 State Highway Building

June 22, 1976

Mr. Jack V. Rounsefell
Attorney at Law
311 North Third Street
P.O. Box 497
Stayton, OR 97383
Re: Alan Kraemer, claimant
John McKinney, Contractor

Dear Mr. Rounsefell

In reply to your letter of June 15, 1976, please be advised that my interpretation of the provisions of ORS Chapter 279 would indicate that your client by filing his Notice of Claim with the Manager of Commission Services would give your client a cause of action against the surety in the event that the contractor does not pay the claim. I do not interpret the statute as giving you a lien against the moneys held by the Highway Division that are presently owed to the contractor.

The Highway Division has not, as yet, made any disbursement to the Internal Revenue Department and if you have any authority that would indicate that you actually have a lien against the moneys held by the Highway Division, I would appreciate your advising me.

Sincerely
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sb;hg

cc Cecil W. Head
Walter Barrie

WALTER H. BELL
NEAL H. BELL
JACK V. ROUNSEFELL
R. MICHAEL HEALEY

BELL, BELL & ROUNSEFELL
ATTORNEYS-AT-LAW
311 NORTH THIRD STREET
P. O. BOX 497
STAYTON, OREGON 97383

TELEPHONE
769-3147
AREA CODE 503

June 15, 1976

RECEIVED
JUN 17 1976
LEGAL

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
211 Highway Building
Salem, OR 97310

NOTED
JACK L. SOLLIS

Re: Alan Kraemer, claimant
John McKinney, contractor
State of Oregon, Garnishee

Dear Mr. Sollis:

Please be advised that Mr. Kraemer asserts a priority lien on funds held by the Highway Department by virtue of a Notice of Claim acknowledged by a letter from Mr. C. W. Head on November 12, 1975.

Our client, Mr. Kraemer points to Section 6323 I. R. C., especially (C) (4) (C) (I)

Mr. Head was somewhat ambiguous about the State's position in this matter. Please let me know whether you will be able to hold these funds until these priority questions are resolved.

Sincerely,

BELL, BELL & ROUNSEFELL

Jack V. Rounsefell

Jack V. Rounsefell

JVR/ic

038

LANDSCAPE ARTISTS
335 West Powell Blvd.
Gresham, Oregon 97030
Ph. 667-2414

May 14, 1976

Balboa Insurance Company
620 Newport Center Dr.
Newport Beach, California 92660

RE: Russell Snyder Wage Claim

Dear Sirs:

This letter is to inform you of the action taken on our part on the above wage claim made against the State of Oregon, Department of Transportation contracts #8037 and #8038.

Our records show that Landscape Artists owes Russell Snyder $1,177.50 for tractor work and $744.72 in unpaid wages for the Department of Transportation contracts.

We met with Mr. Gary Case, attorney for Russell Snyder, on Wednesday May 12th and arrangements are being made.

Sincerely,

LANDSCAPE ARTISTS

Jon B. McKinney
Owner

JBM/jm

cc: Gary L. Case
Russell Snyder
C. W. Head
J. William Bennett

RECEIVED
MAY 17 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5/17
copy to [illegible]

8054

4.(LL)

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 30, 1976

5085

FILED
MAY
CLAY MYERS
SECRETARY OF STATE

Blitsch & Case, P.C.
Attorneys at Law
Suite 645 Morgan Bldg.
720 S.W. Washington St.
Portland, OR 97205

Attention: Gary L. Case

5
7-26-76

Gentlemen:

This is to acknowledge receipt of your letter of April 28, 1976, with attached correspondence stating that you represent Russel Snyder who was employed by Landscape Artists on State Highway Contract Nos. 8037 and 8038.

Your letter states that Landscape Artists owes Mr. Snyder in excess of $3,000 for unpaid wages. This appears to be in reference to the Landscape Artists Contract No. 8037, Beaverton Interchange; and 8038, Walker Road Interchange projects in Washington County.

The Balboa Insurance Company, 620 Newport Center Drive, Newport Beach, CA 92660, furnished the bond on this contract. We will advise them of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Balboa Insurance Company
620 Newport Center Dr.
Newport Beach, CA 92660

Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

BLITSCH & CASE, P. C.
ATTORNEYS AT LAW
SUITE 845 MORGAN BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

WILLIAM E. BLITSCH
GARY LYNN CASE
MICHAEL FORCE

AREA CODE 503
TELEPHONE 224-6623

April 28, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

RE: RUSSEL SNYDER WAGE CLAIM
Employer: Landscape Artists

Dear Mr. Head:

This office has been retained to represent Mr. Russel Snyder who was employed by Landscape Artists;who at the time of his employment were working on contracts for the Department of Transportation under Contract No. 8037 for the Beaverton Interchange, the Beaverton-Tigard Highway in Washington County and also Contract No. 8038, Walker Road Interchange, Beaverton-Tigard Highway in Washington County. From our records it appears that Landscape Artists owes Mr. Snyder in excess of $3,000.00 for wages that have not been paid.

Enclosed please find a copy of demand letter we have sent to Landscape Artists demanding payment of past due wages.

You will note that a copy of this letter has been sent to the Secretary of State and also Balboa Insurance Company, who furnished the bond on both of these contracts. We have also written to Balboa Insurance Company filing a claim against their bond for the unpaid wages.

Thank you for your cooperation and consideration in this matter. If you have any further questions please do not hesitate to contact our office.

Very sincerely yours,

BLITSCH & CASE, P. C.

Gary L. Case

Gary L. Case

GLC:ndo

cc: Secretary of State
Balboa Insurance Company
Mr. Russel Snyder

RECEIVED
APR 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BLITSCH & CASE, P. C.
ATTORNEYS AT LAW
SUITE 845 MERCHANTS BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

AREA CODE 503
TELEPHONE 224-8823

WILLIAM E. BLITSCH
GARY LYNN CASE
MICHAEL FORCE

April 26, 1976

Landscape Artist Inc.
960 N.E. 10th
Gresham, Oregon 97030

RE: Russel Snyder
Wage Claim
Amount Due: $4,827.37

ATTN: Mr. Jon McKinney, and or
Mr. J. D. Hadley, Bookkeeper

Gentlemen:

I represent the former employee of the Landscape Artist Inc., Russel Snyder, whom was employed by you from time to time, beginning September, 1974 and ending January, 1976, in the capacity of general laborer and tractor operator.

It is my understanding by talking with Mr. Snyder, and reviewing documents (check stubs, etc.) that Mr. Snyder is owed a substantial amount of money in back wages, of which a large part was suppose to be paid him no later than January, 1976, by agreement between Mr. Hadley and Mr. McKinney.

Further, it is my understanding that my client has made numerous oral demands for the money owed to him, and because of your failure to pay, has had to borrow money from third parties in order to survive.

At the time Mr. Snyder worked last (at the Beaverton Interchange Job-- January 5, 1976 to January 21, 1976). Mr. Snyder was entitled to over $4,500.00 in wages, and also one week paid vacation.

The following is a list of jobs that wages are owed:

1. Beaverton Interchange Job;
2. Steak & Bake Restaurant;
3. Seattle Washington job (everyone paid except Russel Snyder);
4. Boring Post Office job; and
5. Dufur, Oregon job.

Demand is hereby made upon you for the TOTAL WAGES due to Mr. Russel Snyder in accordance with Oregon Revised Statute 652./50. In the event that this wage account as set forth above is not satisfied within 48 hours from the receipt of this letter, suit will be immediately filed on behalf of Mr. Snyder for all 'unpaid wages', vacation time and further sums allowed as the civil penalty for failure to pay the wages, together with reasonable attorney fees, costs and disbursements incurred by Mr. Snyder.

Very truly yours,

BLITSCH & CASE, P. C.

Gary L. Case

GLC:ndo

cc: Russel Snyder

RECEIVED
APR 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BLITSCH & CASE, P. C.
ATTORNEYS AT LAW
SUITE 545 MORGAN BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

AREA CODE 503
TELEPHONE 224 8623

WILLIAM F. BLITSCH
GARY LYNN CASE
MICHAEL FONCE

April 28, 1976

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, California 92660

RE: Contracts No. 8037 and 8038
Department of Transportation
for Jobs in Washington County

Dear Sirs:

This letter is to present a claim against the bond issued by you for the above mentioned contracts for work done for the Department of Transportation in the State of Oregon. Our client, Mr. Russel Snyder, is owed by Landscape Artists, Inc., a subcontractor on these jobs, a sum in the excess of $3,000.00 for past due wages. Russel has made repeated demands on Landscape Artists for this payment and we have sent a demand letter to the said company and have received no response.

Enclosed please find a copy of the demand letter sent by our office to Landscape Artists, Inc. and also please be advised that we have notified the Department of Transportation and the Secretary of State of the State of Oregon of the past due wages and the fact that we are making a claim against the bond for this job.

Very sincerely yours,

BLITSCH & CASE, P. C.

Gary L. Case

GLC:ndo

Enclosure

cc: Russel Snyder

RECEIVED
APR 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1.56 . .

5.78

Files

FILED
APR 26 1976
MAY MYERS
SECRETARY OF STATE

RECEIVED
APR 26 10 35 AM '76
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

April 23, 1976

Robert J. Morgan
Attorney at Law
11097 SE 21st Avenue
Milwaukie, OR 97222

FILED OR RECEIVED
7-26-76

Dear Mr. Morgan:

This is to acknowledge receipt of your letter of April 15, 1976, informing us that Landscape Artists owes your client, Kathy E. Cornett, for labor in the amount of $2,158.41. Your letter states this work was performed on the Walker Road and Beaverton Interchange Project.

Landscape Artists performed work for us under Contract No. 8037, Beaverton Interchange, Beaverton-Tigard Highway in Washington County. This job was completed on December 31, 1974, but has not yet been accepted by the State. They also performed work for us under Contract No. 8038, Walker Road Interchange, Beaverton-Tigard Highway, roadside improvement in Washington County. This job was completed on December 30, 1974, and accepted on December 15, 1975.

The Balboa Insurance Company furnished the bond on both of these contracts. We will advise them of the receipt of your claim letter and we will also file it with the Secretary of State. This information is being noted in our records and we will advise the principal contractor.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Landscape Artists
Rt. 1, Box 93
Eagle Creek, Oregon 97022

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

STATE HIGHWAY
APR 16 '76
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

ROBERT J. MORGAN
ATTORNEY AT LAW
11067 S.E. 21st AVENUE
MILWAUKIE, OREGON 97222

TELEPHONE
659-9966

April 15, 1976

Oregon State Highway Department
Contract Division
Salem, Oregon 97310

Re: My Client: Kathy E. Cornett
Job - Walker Road and Beaverton Interchange, Oregon State Highway job with Landscape Artists

Gentlemen:

I represent Kathy E. Cornett who worked from November 17, 1975 until January 16, 1976 on a certain Oregon State Highway job at Walker Road and Beaverton interchange in Washington County for an outfit by the name of Landscape Artists.

My client worked a total of 293 hours at an agreed rate of $7.37 an hour. Therefore, Landscape Artists owes my client the sum of $2,158.41.

The only address I have for Landscape Artists is 385 Powell in Gresham, 97030.

It's my understanding that there is a bond or fund on deposit in Salem for payment of wage claims of this kind in connection with this particular job. Additional information that may be helpful to you is that the head of Landscape Artists is a person by the name of Jon McKinney while a person by the name of Roy Ellis is the superintendent.

I'd very much appreciate it if you could give me information on whether or not you have a bond or a fund available for this claim. We can submit appropriate proof that my client did work the hours. Incidentally, the foreman on the job at that time was one Russell Snyder who apparently has been paid.

Please advise.

Sincerely,

Robert J. Morgan

Robert J. Morgan

RJM:mkm

RECEIVED
APR 16 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING

March 23,

Roxtus Fuel and Growing Center

Chamber

Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR

Balboa Insurance
620 Newport Cent
Newport Beach, C

ption given in yo
with the Landsca
ct No. 8037, Bea
ard Highway, Has
oad Interchange
n County.

Insurance Company
which is given to
ayment of all bil
a surety and the
a claim and we wi
State for filing.

advise this offic

8038 + files

5066

FILED
MAR 24 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 23, 1976

Roxius Fuel and Growing Center
750 Chambers Street
PO Box 2276
Eugene, OR 97402

FD 0 5
7-26-76

Attention: Marvin L. Roxius

Gentlemen:

Reference is made to your letter of March 19, 1976, advising us that you have furnished material on Contract Nos. 8037 and 8038 in the amount of $10,600.49 including interest.

From the description given in your letter, this appears to be in connection with the Landscape Artists' contracts as follows: Contract No. 8037, Beaverton Interchange Section, Beaverton-Tigard Highway, Washington County; Contract No. 8038, Walker Road Interchange Section, Beaverton-Tigard Highway, Washington County.

The Balboa Insurance Company furnished the bonds on these contracts which is given to assure completion of the contracts and payment of all bills incurred in them. We will advise the surety and the principal contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Rexius Fuel

AND GROWING CENTER

750 Chambers Street P. O. Box 2276

PHONE 342-1835 EUGENE, OREGON 97402

March 19, 1976

Cecil Head
State of Oregon Highway Division
Salem, Oregon

Dear Mr. Head:

Re: Contract #8037 for roadside improvement at Beaverton interchange-Beaverton Tigard Highway - Washington County State of Oregon, and contract #8038 for roadside improvement - Walker Road Interchange Beaverton Tigard Highway - Washington County State of Oregon

We, Rexius Fuel Service furnished material for both contracts totaling $24,955.32. To date we have received $16,545.02, leaving a balance of $10,608.49 including interest. We desire to take necessary action for collection of this account.

Balboa Insurance Company is the surety on both contracts.

Sincerely,

Rexius Fuel and Growing Center
Marvin L. Rexius

MLR/lvw

RECEIVED
MAR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

...ED
... HEAD

WOOD — SAWDUST — SHAVINGS — HOGGED FUEL — OLD SAWDUST — BARK-O-MULCH
BARK ROCK — HEMLOCK BARK — PLANTING MIXES — LOAM — COMPLETE GROWING CENTER
DECORATIVE CHIPS — ORGANIC COMPOSTS — FERTILE MIX — SAND — MINT MANURE

December 22, 1975

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

Gentlemen:

On December 19, 1975, we wrote to you concerning release of final payment on Contract No. 8038 awarded to Landscape Artists for work on the Walker Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $4,926.33 and the total contract amount is $42,621. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

1038

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

December 18, 1975

FROM: C. T. Keasey for
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8038, Work Completed December 30, 1974

Project Walker Road Interchange

Highway Beaverton-Tigard, County Washington

Type of Work Roadside Improvement

Contractor Landscape Artists

Recommended Acceptance Date December 15, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 12-19-75

RECEIVED
STATE HWY ENGR
DEC 18 '75
REFER TO

Surety letter written 12-19-75

8c38

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Walker Road Interchange		WEEK ENDING: 12/6/75
		SECTION PREFIX: 134-0909
HIGHWAY: Beaverton-Tigard		COUNTY: Washington
NAME OF JOB: Walker Road Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Landscape Artists	CONTRACT NUMBER: 8038	FEDERAL AID PROJECT NUMBER: LSS-628(4)
DATE OF CONTRACT: 7/8/74	DATE WORK STARTED: 9/10/74	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $45,139.34	SPECIFIED COMPLETION DATE: 12/31/74	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $41,197.04	ENGINEERING AUTHORIZATION: $3,942.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $42,709	ENGINEERING COST TO DATE: $3,965.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: OVERRUN ~~XXXXXXXX~~ 4 %	PERCENT OF AUTHORIZATION 101 %	DATE PROJECT WAS COMPLETED: 12/30/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

	Topsoil	Trees	Shrubs	Vines	Bark Mulch
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	300	110	2,000	21,000	160
TOTAL QUANTITIES CORRECTED TO DATE	320	116	6,000	Deleted	174
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	320	116	6,000		174
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
Dec 1 MONDAY	Held final inspection
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity; [redacted] All replacement planting has been completed.

J.W. Cochell, R.E.; W.W. Geibel, DME; T.L. Savage, from Landscape Section, made the final inspection on this project Dec.1,1975. Project has been accepted.

This is the final report for this project.

cc: [redacted]
FHWA
Roy Olson
Region
File

SIGNED J. W. Cochell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7816

STATE COPY

8039

12.2.75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL INTERMEDIATE AND FINAL INSPECTION REPORT

cc: OSHD (M S Coulter)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

IN COMPANY WITH

Jim Cochell, Res Engr, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12/2/75	W. N. Bryant, Area Engr — W. N. Bryant Area Engineer	IRR-628(4)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	93 %	12/30/74 %

WALKER ROAD INTERCHANGE
BEAVERTON-TIGARD HIGHWAY
Roadside Improvement

Work completed under this project consisted of furnishing and placing 320 CY of topsoil and furnishing and planting 116 trees and 5000 shrubs on the Walker Road Interchange Section of the Beaverton-Tigard Highway approximately 0.5 miles north of the City of Beaverton. The contract was awarded on 7/8/74 with work beginning on 9/10/74. All work except that required during the establishment period was completed in apparent reasonable close conformance with the approved plans and specifications including approved changes on 12/30/74 at a final estimated cost of $42,635.00 or approximately 4 percent above the authorized amount of $41,197.07. The work required during the establishment period was completed in a satisfactory manner on 12/1/75.

The only major change approved on this project provided for the deletion of 21,000 State hybrid bearberry vines and substitution of 4,000 juniper shrubs at an overall estimated cost of $2,980.00.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the specification requirements.

Acceptance of the contract work is recommended.

RECEIVED
... 1975

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

8037

Files

4993

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • 97310

FILED
NOV 13 1975
CLAY MYERS
SECRETARY OF STATE

Nov 13 8 00 AM '75

CLAY MYERS
SECRETARY OF STATE

November 12, 1975

Bell and Bell
Attorneys at Law
311 North Third Street
Stayton, OR 97383

Attention: Neal H. Bell

FILED 0 5
12-15-75

Gentlemen:

This is to acknowledge receipt of your letter of November 5 with attached invoices and note on behalf of your client, Kraemer's Nursery, stating that Landscape Artists owes them $3,741.20 plus interest.

This appears to be in reference to the Landscape Artists Contract No. 8038 (Walker Road Interchange Section) and Contract No. 8037 (Beaverton Interchange Section) in Washington County.

The Balboa Insurance Company furnished the performance bonds on both contracts which are given to assure completion of the contracts and payment of all bills incurred in them. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 15 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn
cc Landscape Artists
Balboa Insurance Company
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WALTER H. BELL
NEAL H. BELL
JACK V. ROUNSEFELL
R. MICHAEL HEALEY

BELL & BELL
ATTORNEYS-AT-LAW
311 NORTH THIRD STREET
STAYTON, OREGON 97383

TELEPHONE
769-2147
AREA CODE 503

November 5, 1975

State Highway Commission
Room 121
State Highway Building
Salem, OR 97310

Attention: Cecil Head

Re: Landscape Artists contract
Job Nos. 8037 and 8038

Gentlemen:

As I mentioned in my telephone conversation with you, we are representing Alan Kraemer, doing business as Kraemer's Nursery and I am writing this letter to notify you of a claim against the listed job numbers on behalf of our client.

Between October 28, 1974 and December 6, 1974, Kraemer's Nursery sold various planting stock to Jon B. McKinney, doing business as Landscape Artists, as shown by the attached invoices. On March 12, 1975, the remaining balance sum was reduced to a note, a copy of which is also attached, but there remains an outstanding balance of $3,741.20, plus interest at the rate of 9% per annum from June 30, 1975, at this time.

We would appreciate our client's claim being taken into consideration at the time final payment may be made on this project, and if there is a surety for the contract, we would appreciate your notifying the surety of our client's claim.

Very truly yours,

BELL AND BELL

Neal H. Bell

NHB:sl
Enc.
cc: Alan Kraemer

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Order No. 0655 Dept. Date 10/28 19 74

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
262	Broom			75	196	50
442	Tarn			75	331	50
	Total				538	00

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
SH 54

Rhoemer's Nursery
Rt. 1, Box 10
Mt. Angel, Oregon

Order No. 0656 Dept. Date 10/30 1975

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
921	Tams			.75	615	75
10	Sumac			2.50	25	---
258	Broom			.75	193	50
1151	Tams			.25	288	25
			Total		1172	50

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
SH 54

Our Copy

Order No. 0661 Dept. Date 19

Name Lowland

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
735	Brame			75	176	25
701	Jumpers			75	525	25
		total			702	—

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
SH 54

Braemer's Nursery
Rt. 1
Mt. Angel

Order No. 0663 Dept. Date 11/1 19 74

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

686	~~Taxus~~ Bar Harbors	75	1041	—
195	Taxus	75	148	50
50	Golden Pfitzer Junipers	75	31	50
126	Junipers	75	94	50
	Total		1321	50

Carl O. Mills Company

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Radiform
SH 54

Kraemer's Nursery
Rt. 1, Box 10
Mt. Angel

Order No. 0664 Dept. Date 11/3 1974

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
471	Andorra Juniper			75	353	25
~~50~~	Golden Juniper			75	565	50
50	Douglas Fir 3'4'			3.50	175	—
					1093	75

Lou B. McKinney

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Radiform
5H 54

Kraemer's Nursery
Rt. 1, Box 155
Mt. Angel, Oregon 97362

Order No. 0668 Dept. Date 11/5 1974

Name Landscape Artists

Address Eagle Creek City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
100	Barberberis			75	75	—
120	Sav. Juniper			75	90	—
1000	Taxus			75	750	—
			Total		915	—

Jan B. McKinney

Radiform
SH 54

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

D

No. 8499 Dept. Date 1-15 19 74

[illegible] Painters

City

ess

To City

reet

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

12	Moonlite Brown	75 ct	9 —	
30	Varin Cinnamon		22	50
5	Silica Sand Golden		39 —	
50	Bright Yellow		32	50
			108 —	
			108 00	

Sam B. Hall Co.

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Redifgrm
SH 54

Kraemer's Nursery
Rt. 1, Box 10
Mt Angel, Oregon 97362.

Order No. 0676 Dept. Date 11/17 1974

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
200	Variegated Juniper			.75	150	—
260	Golden Pfitzer			.75	195	—
400	Bar Harbor			.75	300	—

Lou B. McKinney

645 —

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Radiform
SH 5-1

Kraemer's Nursery
Rt. 1, Box 10
Mt. Angel, Oregon 97362

Order No. 0670 Dept. Date 11/11 19 74

Name Landscape Artists City

Address

Ship To City

Address

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
				.75	5-25	—
700	Bar Harbor			.75	1 7	50
250	Emera			5 00	5	—
1	[illegible]					
					7 17	50

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
SH 54

Kraemer's Nursery
Rt. 1, Box 10
Mt. Angel, Oregon 97362

Order No. 0670 Dept. Date 11/11 19 74

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
700	Bar Norlar			.75	525	—
250	Brooms			.75	187	50
[illegible]						
1	[illegible]			5.00	5	—
					717	50

for Cash Invoice

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
SH 54

Kruemen's Nursery
Rt. 1, Box 16
Mt. Angel, Oregon 97362

Order No. 0674 Dept. Date 11/12/75

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
				75	307	SD
410	Golden Pfitzer			75	450	—
600	BarHarbor					
					757	SD

Jon B. McKinney

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Redi-Form
SH 52

Kraemer's Nursery
Pt. 1, Box 10
Mt. Angel, Oregon 97362

Order No. 0680 Dept. Date 11/1-5 19 75

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
330	San Jose			.75	247	50
410	Pfitzer Compacta			.75	307	50
200	Broom			.75	150	—
60	Pfitzer Compacta			.75	45	—
					50	—

Low Co. Tpt Discount

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform
5H 54

Order No. 0701 Dept. Date 12/ 1/ 1974

Name Lansing Artist

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

150	Mint Tulep				
370	Mesqi				
370	Wilkani				
1 [illegible]	[illegible]				
[illegible]					
1 [illegible]			.75		
				750 —	

Tom B. McKinney

Rediform
5M 2-1

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Kraemer's Nursery

Order No. 0703 Dept. Date 12/5 19 74

Name Landscape Exhibits

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

600	Wilton Juniper	75		
	Low Spreading			

Radiform
5H 54

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Kraemer's Nursery

Order No. 0705 Dept. Date Oct 19 74

Name Landscape Artists

Address City

Ship To

Address City

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN		
110	Wiltoni juniper					

$ 4,129.70 , march 12, , 19 75

I (or if more than one maker) we, jointly and severally, promise to pay to the order of

Kraemer's Nursery at Rt. 1 Box 10 Mt. Angel, OR 97362

Four thousand one hundred twenty-nine and 70/100 DOLLARS,

with interest thereon at the rate of 9 percent per annum from March 12, 1975 until paid, payable in

installments of not less than $ 500.00 in any one payment; interest shall be paid and

~~all~~ is included in the minimum payments above required; the first payment to be made on the 30th day of June,

19 75, and a like payment on the 30th day of each month thereafter, until the whole sum, principal and interest has been paid; if any of said installments is not so paid, all principal and interest to become immediately due and collectible at the option of the holder of this note. If this note is placed in the hands of an attorney for collection, I/we promise and agree to pay holder's reasonable attorney's fees and collection costs, even though no suit or action is filed hereon; however, if a suit or an action is filed, the amount of such reasonable attorney's fees shall be fixed by the court, or courts in which the suit or action, including any appeal therein, is tried, heard or decided.

* Strike words not applicable.

LANDSCAPE ARTISTS

Jon B. McKinney

Jon B. McKinney
Owner

(If this note, without disclosures, is required for any purpose, such a form is available.)

FORM No. 1317—Truth-in-Lending Series—INSTALLMENT NOTE. TB

Stevens-Ness Law Publishing Co., Portland, Ore.

RECEIVED
NOV 7 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8038

1b

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
September 11, 1975

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Subject: Certified payrolls
Contract Nos. 8037, 8038

Gentlemen:

We have received no certified payrolls from your company since the end of December 1974. Work has been done on the subject projects since that time and certified payrolls are needed for any time work was or is performed.

Your immeadiate attention to this matter will be appreciated.

J.W. Cochell
Resident Engineer

Certified mail No. 543010

OREGON STATE
HIGHWAY DIVISION

P.O. Box 25087
Portland, Oregon 97225
July 9,1975

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Subject: Maintenance Weeding
Contract Nos. 8037 & 8038

Gentlemen:

This is to remind you for the third time about the weeds on your Walker Road and Beaverton Interchange landscaping projects. The progress at this point is entirely unsatisfactory.

I would expect a satisfactory weeding operation to start no later than July 21, 1975. If this date is not complied with I will have no alternative but to exercise Section 682.42 of the Standard Specifications, dated 1974.

Your early attention to this matter will be appreciated.

J.W. Cochell
Resident Engineer

cc: D.R. Adams
Roy Olson
File

OREGON STATE HIGHWAY DIVISION
P. O. Box 25087
Portland, Oregon 97225
June 11, 1975

Subject: Landscape Projects at Walker Road
and Beaverton Interchange
Contract Nos. 8038, 8037

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Gentlemen:

This is to remind you again that the weeds and grass on the above mentioned projects are growing in great profusion. You are requested to take immediate action on getting your plantings beds weeded in accordance with the provisions in the contract.

Also a reminder that payrolls, with addresses and social security numbers, must be submitted for these maintenance crews.

Please notify this office when this work begins.

J. W. Cochell
James W. Cochell
Resident Engineer

cc: Region
Roy Olson
File

LANDSCAPE

COMMERCIAL
RESIDENTIAL

Our New Address: 960 N.E. Tenth Gresham, Oregon 97030 667-2414

April 30, 1975

J.W. Cochell
Oregon State Highway Division
P.O. Box 25087
Portland, Oregon 97225

Subject: Roadside improvement projects at Walker Road and Beaverton Interchange contracts Nos. 8038, 8037

Dear Mr. Cochell:

We are in receipt of your letter of April 28, 1975 calling our attention to the weed growth on the above subject projects.

We also would like to inform you that we are aware of this weed growth and have plans to eradicate them as follows:

Our plans are to use chemical and we haven't had enough weather that is conducive to good plant growth this spring. Therefore, we would like a little more foliage growth before spraying so we would get better penetration to the roots.

We will inform you as soon as we feel it feasible to take care of this matter which we anticipate will be about ten days to two weeks.

Sincerely,

LANDSCAPE ARTISTS

Charles H. Hazelton
Construction Superintendent

CHH/rs

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
April 28, 1975

Landscape Artists
960 NE 10th St.
Gresham, Oregon 97030

Subject: Landscape projects at Walker Road
and Beaverton Interchange
Contract Nos. 8038, 8037

Gentlemen:

It has come to our attention that the weeds on the subject projects are growing in great profusion. Would you please notify this office when you intend to start weeding?

Also a reminder that payrolls, with addresses and social security numbers, must be submitted for those maintenance crews.

J.W. Cocholl
Resident Engineer

8038

43

September 9, 1975

Salem Compost
2555 25th St. S.E.
Salem, OR 97302

Attn: Robert E. Calkins

Gentlemen:

This will acknowledge receipt of your claim advising us that Landscape Artists owes you for mushroom compost in the amount of $972.00. This appears to be in reference to the Landscape Artists Contract No. 8038 for roadside improvement on the Walker Road Interchange on the Beaverton-Tigard Highway in Washington County.

The Balboa Insurance Company furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

We are advising them of the receipt of this claim, and we are also forwarding it to the Secretary of State for filing. Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWH:ser

cc Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

(Noted on Card S.R.)

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SALEM COMPOST
2565 25th St. S.E.
SALEM, OREGON 97302

362-0811 or 362-0331

DATE: Sept. 3, 1975
NUMBER:

Oregon State Highway Hdg.
Room 121 Attn: Cecil Head
Salem, Oregon 97310

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $ _____

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	

Dear Sir:
In reply to our phone conversati n on Sept. 2, 1975, to cement claim letter on Landscape Artists for Wilker Rd. Interchange-Highway 217-Beaverton. Contract #8038. Balance owing this company is $972.00 for 324 yds. of mushroom compost delivered Oct. 22, 23, 24, 25, 1974. This account has not been paid.

Thank you,

Robert E Calkins

Robert E. Calkins,
Manager

RECEIVED
SEP 8 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SALEM COMPOST

NOTED
C. W. HEAD

Thank You

PAY LAST AMOUNT IN THIS COLUMN

FORM 88

August 14, 1975

Landscape Artists
960 N.E. Tenth St.
Gresham, OR 97030

Attention: Jon B. McKinney

Gentlemen:

We have your Assignment of Claim in the amount of $9,540.64 to Marv Rexius, Rexius Fuel Cntr., 750 Chambers St., Eugene, OR 97402

It is our understanding that this assignment applies to your Contract Nos. 8037 and 8038 and was executed due to the plant withholding establishment period on the two contracts. We have added the contract numbers to the assignment form.

In order for us to comply with this assignment, we will need a statement from your surety consenting to this assignment. Attached is a copy of the assignment for your surety.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:ser
Att.

bc: Dick Hacek
Jack Sollis

Form 61-734-1304

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF--Nine Thousand, five hundred forty and 64/100---- ($9,540.64) Dollars, to me paid, I hereby sell, assign and transfer the within claim for the amount stated above Contracts 8037 and 8038

Mr. Marv Rexius to Rexius Fuel Cntr. 750 Chambers Eugene, Or 97402 and authorize and empower said Mr. Marv Rexius to act as agent for amount abov.

and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 7 day of August, 19 75

Executed in the presence of us as witnesses:

Michael D Wagner

Frances M McKinney

LANDSCAPE ARTISTS

Carl E. Byrd Jr.

LANDSCAPE ARTISTS

COMMERCIAL
RESIDENTIAL

960 N.E. Tenth St. Gresham, Oregon 97030 (503) 667-2414

August 7, 1975

Mr. Richard J. Hacek
State of Oregon
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hacek:

Enclosed please find a copy of our Assignment of Claim.

Should you need additional information in the matter, please feel free to contact me at anytime.

Sincerely,

LANDSCAPE ARTISTS

Jon B. McKinney
Owner

JBM/jm

AUG - 8 1975

FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

8038

TOM McCALL
GOVERNOR

RECEIVED
STATE HWY ENGR
OCT 1574
REFER TO
FOR
DIR
Asst
File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 14, 1974

Mrs. Evelyn Phillips
11190 S. W. Fairfield
Beaverton, Oregon 97005

Dear Mrs. Phillips:

The Highway Division has evaluated the need for additional planting at the Walker Road Interchange adjacent to your home and others near the interchange. There is a need for additional planting to solve the problem and this will be done under the present landscape contract.

I understand that representatives of the Highway Division have met with you to discuss plans for the work.

Sincerely,

Governor

TM:da

bcc: F. B. Klaboe

cy Comptr
Key Office

NOTED
MARIE STEPHENS

COPY

9-30-74 Phillips to Highway

Gentlemen — Idaho

I don't know of anyplace on this freeway where the property owners were left with a more disquieting mess & a degrading of property than we have here.

I invite you or a representative from your office to come & look at it too.

Sincerely

Evelyn Ann Phillips

RECEIVED
OCT 1 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 1 '74
REFER TO
Gaeltes
FOR
Sec | Sten | Act | File

[illegible] 11170 S.W. Fairfield

M. R. Standridge 11170 S.W. Fairfield

C. C. Tomlin 11135 S.W. Fairfield

Evelyn J Ryder 11210 S.W. Fairfield St.

J. G. Ryder 11210 S.W. Fairfield

Elizabeth R. Knotts 11230 S.W. Fairfield

Thomas A. Knolls 11230 SW Fairfield

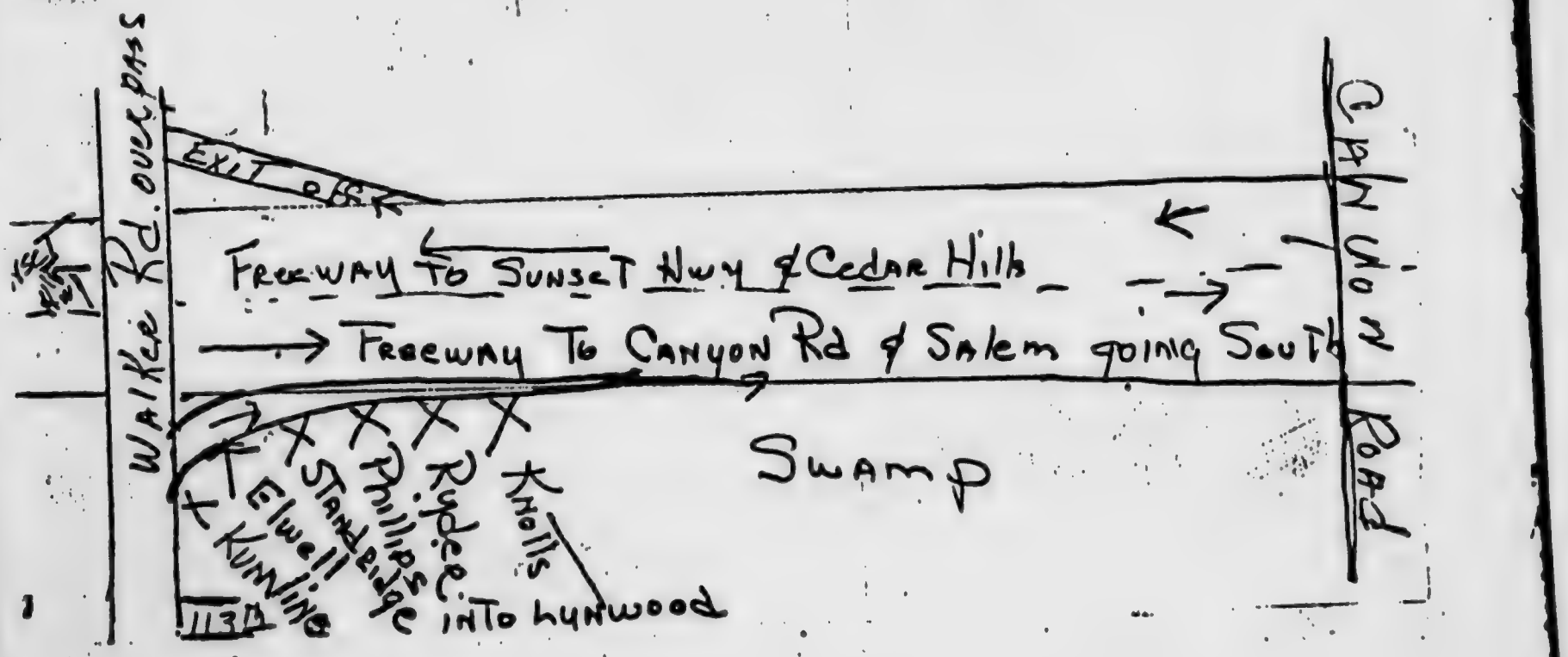
Richard W. Kimbrel 11135 S.W. FAIRFIELD

Billie A. Elwell 11150 SW Fairfield

Harvey L. Elwell 11150 SW Fairfield

James Marcus Phillips 11190 SW Fairfield

Evelyn Ann Phillips 11190 S.W. Fairfield



September 27, 1974

SEP 3[illegible]

Mr. Roy B. Olsen
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Olsen;

In 1972 I wrote you a letter concerning the landscaping on the West side of the Southbound ramp off Walker Road.

We are concerned because of the HELL we live in created by the ramp constructed by the State Highway people. At the time I wrote you I asked if you would please cover our side with top soil as nothing can be planted in boulders. I had tried. With top soil, we (6 homes) could plant low and the State plant a row of trees at the top to help protect us from the awful view and sounds, both of which are unbearable. Now we have the added attraction of the lights -- 365 days and nights are a pretty good lick to have to take. I don't think we are being unreasonable in asking these two requests. This MONSTER was not of our doing, nor was it in the original freeway plans when we purchased our homes almost 13 years ago.

Last year, because of our frustration in the delay, I got in touch with Senator Victor Atiyeh and am enclosing a copy of his reply.

Then more waiting and the good news that appropriations were granted and the contracts were let. By accident we found out that we were to have no top soil and no row of trees. How would you like to wake up sitting straight up in bed any hour of the night thinking that a motorcycle, hot rod car, or Mack truck was coming through your bedroom window? Then also might mention the steady stream of traffic day and night - not only hearing it but having to look at it - plus the unsightly mess of dried weeds (a real fire potential), plus the trash people throw out of their automobiles. We are not asking that the situation be eliminated - we know it can't - but it certainly could be helped to the point of toleration.

No wonder people have become so disenchanted with the bureaucracy of our government. I've always been a red, white and blue person and guess I always will - no matter what, but have found myself so mad and upset over being ignored and led to believe that things were going to be taken care of when they weren't. It often makes me feel I would like to take a swing, cry, or broadcast over TV (which might not be such a bad idea) just for the sake of warning others.

I am in the process of having pictures developed that were taken from our view - but would much rather you pay us a visit personally to see, smell and hear for yourself. If by chance you do decide to personally look it over and I'm not home, please feel free to go to my backyard and up the sundeck which is the same view we have from our dining area and kitchen. COME AT 5 - 9 A.M. OR FROM 4 O'CLOCK ON IN THE AFTERNOON FOR THE FULL BENEFIT.

Sincerely,

Evelyn Anne Phillips

Sept 27, 1974

In 1972 I wrote you a letter concerning the landscaping on the West side of the Southbound ramp off Walker Road.

We are concerned because of the HELL we live in created by the ramp constructed by the State Highway people. At the time I wrote you I asked if you would please cover our side with top soil as nothing can be planted in boulders. I had tried. With top soil, we (6 homes) could plant low and the State plant a row of trees at the top to help protect us from the awful view and sounds, both of which are unbearable. Now we have the added attraction of the lights -- 365 days and nights are a pretty good lick to have to take. I don't think we are being unreasonable in asking these two requests. This MONSTER was not of our doing, nor was it in the original freeway plans when we purchased our homes almost 13 years ago.

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Sincerely,

Evelyn Anne Phillips

Sept 27, 1974

Today 1 dump truck of top soil was dumped in back of our house & one in back of our neighbors Mr. Ryder a pretty sick sight when it should take 1500 cu yards to help this.

HOME ADDRESS
VICTOR ATIYEH
7690 SW FAIRMOOR STREET
PORTLAND, OREGON 97225

WASHINGTON COUNTY
DISTRICT NINE

COMMITTEES
MEMBER:
EDUCATION
ENVIRONMENT AND LAND USE
REVENUE
TRANSPORTATION

OREGON STATE SENATE
SALEM, OREGON
97310

May 14, 1973

Mrs. Marcus Phillips
11190 S. W. Fairfield
Beaverton, Oregon 97005

Dear Mrs. Phillips:

I contacted Mr. Olsen and discussed your problem with him.

He indicated that it was planned to landscape the area that you described, but they are waiting for federal funds. He had no idea, at this time, how soon the money would be available.

I asked him to expedite the matter and to keep me posted, hopefully this will move things along.

If I can be of further help, please let me know.

Sincerely,

Victor Atiyeh

VA/gh

8038

STATE COPY

Form Approved; O.M.B. No. 04-R2069

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-18		
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Oregon
5	8-1-74	PROJECT NO. Washington 2[illegible](4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217, 0.56 mi. N. of City of Beaverton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	6-7-74	0.00

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rata 100%
$ 45,139	$ 45,139

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
(Division Engineer)

for G. L. Green
Date executed by Division Engineer August 1, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

DISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Provision 12 is hereby deleted and the following substituted therefor: "The Oregon State Highway Division is responsible for maintaining the work performed or the condition achieved on the highway right-of-way in accordance with the objectives of the Highway Beautification Act of 1965."

GPO 887-337

Oregon State Highway Division

Federal-Aid Project
No. LSS-628(4)

WALKER ROAD INTERCHANGE SECTION

OF THE BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, July 26, 1974

Project agreement estimate.

Type Code Y003
Landscaping (Sta. 123+00 to Sta. 157+50)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Temporary Signs	150 sq.ft.	5.00	750.00
Flagmen	22 hours	11.50	253.00
Furnishing and Placing Topsoil	300 cu.yd.	12.00	3,600.00
Furnishing and Planting Trees	110 only	30.00	3,300.00
Furnishing and Planting Shrubs	2,000 only	5.00	10,000.00
Furnishing and Planting Vines	21,000 only	0.62	13,020.00
Bark Mulch	160 unit	50.00	8,000.00
			$ 39,323.00
Temporary Erosion Control	All Required		$ 100.00
			$ 100.00
	Subtotal		$ 39,423.00
	Engr. and Cont.		5,716.00
	Total		$ 45,139.00

Length of Project - - - - - 0.00 miles

Federal Funds - - - - - - - $45,139.00

Group 1 - 100%

Contract No. 8038

Prefix: 134-0909

8038

Landscape Artists
Rt. 1, Box 93
Eagle Creek, OR 97022

July 8, 1974

Gentlemen:

The Oregon Transportation Commission on July 3, 1974, accepted your proposal for work on the Walker Road Interchange Section of the Beaverton-Tigard Highway in Washington County for the sum of $39,323. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8038.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Vince Gallagher
Walt Hart
E. L. Hardt
James Cochell
Roy Olsen
Wm. Geibel (SAIF)

8038

bc: C. W Wead
E. N Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rullen
V. E. Skoog
Ben Gifford
Ed Hardt
Gary Sund
R. E.Whipps

BLG:js cm

June 14, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Additional Highway Beautification Funds

There is a possibility that additional highway beautification funds may be released by the Federal Highway Administration. Accordingly, we have submitted programming documentation on the following projects to the Federal Highway Administration:

1. Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

Estimated Cost - $52,171

2. Beaverton Interchange Section
Beaverton-Tigard Highway
Washington County

Estimated Cost - $118,366

Highway beautification projects are financed entirely with Federal funds under Section 319b of Title 23, U.S. Code and require no State matching funds. We anticipate letting these projects promptly in the event federal funds are released.

I recommend these projects and request your approval, provided Federal funds are available. This matter will be on the agenda for your consideration at the June 26 meeting.

8038 6-7-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO. LSS-628(4)

STATE PROJECT NO. WALKER ROAD INTERCHANGE

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. LSS-55

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 8.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
HWY ENGR
JUN 10 '74
REFER TO
Hunter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JUNE 7, 1974	JUNE 7, 1974	SECONDARY ROUTE 628	SECONDARY ROUTE 144

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)
TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S MAY 16, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-11-74
original & title sheet
to L.W. Rulien

RECEIVED
JUN 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGR.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-7-74	E. J. Tallmadge	DIVISION ENGINEER

OBSOLETE EDITIONS OF FORM FHWA-1240 (REV. 6-68)

TRANSACTION NUMBERS 6-39 AND 6-40

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-7-74

BY (Signature): L. W. Rulien's Letter of 5-16-74

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Landscape & Scenic Enhancement

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 55 THRU 56

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
55	LSS 628(4)	0.0	52,171	52,171.00	Walker Rd. Interchange Sec. Washington County State of Oregon	Landscaping
56	LSS 628(5)	0.0	118,866	118,866.00	Beaverton Interchange Sec. Washington County State of Oregon	Landscaping

6-7-74

NOTED
E. S. HUNTER

JUN 10 1974
FILED
HWY ENGR

JUN 10 1974
ROUTED TO
Hunter
FOR

REMARKS (Division)

6-11-74
original to L.W. Rulien

RECEIVED
JUN 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		June 7, 1974	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-28 (Rev. 8-71)

GPO 935-699

80388

8038

May 16, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Request for Program, P.S. & E. and Advertising Approval for Beautification Projects LSS-628(4), LSS-628(5), LSF-27(3) and LSF-15(1)

We are submitting, in accordance with PPM 90-3, program and P.S. & E. documents for four landscaping and scenic enhancement projects, Item Nos. 55 through 58 for your simultaneous approval and authorization to advertise for bids.

The project numbers and section names are:

1. Project No. LSS-628(4), "Walker Road Intchge. Section", (Beaverton-Tigard Highway).

2. Project No. LSS-628(5), "Beaverton Intchge. Section", (Beaverton-Tigard Highway).

3. Project No. LSF-27(3), "N.W. 185th Ave. Intchge. Section", (Sunset Highway).

4. Project No. LSF-15(1), "Park Street-Pacific Highway (Ashland) Section", (Green Springs Highway).

Our present intention is to advertise for bids to be received June 20, 1974.

All four projects are exempt from State Clearinghouse and District Clearinghouse reviews and comments by working agreements with the respective clearinghouses.

Public hearing is not required on any of the projects under provisions of paragraph 6c of PPM 20-8.

Design approval for all four projects was considered given as an incidental part of the overall design concept of the highway facility as indicated on the PR-1 forms.

A negative environmental declaration for each project was concurred in by FHWA as indicated on the PR-1 forms.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-68 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current, FHWA directives covering the acquisition of real property (5g of PPM 21-12).

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

Encl.

JG:js

Budget Bureau No. 41-R2067; Appr
U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.P.R.

FORM PR-1 (REV. 4-61)

5-16-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION (45 typewriter spaces): SR 217, 0.56 mi. N. of City of Beaverton

ADT — PRESENT: 18,400 — FUTURE: 38,400 — YEAR: 94 — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping — NATL. FOREST

EMERG. YR. — PL. AUTH YR. — PROJECT NUMBER: PREFIX LETTER (S): LSS- — NUMBER: 628(4)

CARD 4 — CLASS OF FEDERAL FUNDS: Landscape and Scenic Enhancement — COUNTY NAME: Washington — CODE: 067

NAME OF URBAN AREA: Portland — ROUTE NO.: S — FEDERAL-AID: 628 — STATE: 144 — U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE ORDER	PROJECT	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		SR 217, 0.56 mi. N. of City of Beaverton					
5					ROW							
*5					CONST (CODE) Y003		"Walker Road Int. Section"	0.00	52,171	52,171		
							PROJECT TOTALS	0.00	52,171	52,171		

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Items 118A, 1015 & 161; Projects US-466(2), SU-466(8) & US-466(9), res

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ROW
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US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM FB-1 (REV. 4-61) — 5-16-74

STATE CODE: 41 | APPN CODE: 669 | ITEM NO.: 55

PROJECT LOCATION (All Supervisor Options): 217, 0.56 mi. N. of City of Beaverton

ADT — PRESENT: 18,400 | FUTURE: 38,400 | YEAR: 94

REGION: 10 | STATE NAME: Oregon

NATL. FOREST: 9

EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): LSS- | NUMBER: 628(4) | SEQ. NO.

I. Projects Only: POST MI. | DESIG.

COUNTY NAME: Washington | COUNTY CODE: 067

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S | FEDERAL-AID: 628 | STATE: 144 | U.S.

Landscape and Scenic Enhancement

Portland

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
E		SR 217, 0.56 mi. N. of City of Beaverton					
OW							
ONST		"Walker Road Int. Section"	0.00	52,171	52,171		
003							
		PROJECT TOTALS	0.00	52,171	52,171		

ESTIMATED PROJECT COST BY PHASES

CHARACTER OF PROPOSED WORK (Full description):

Landscaping consisting of furnishing and placing topsoil, furnishing & planting trees, shrubs & vines & incidental work common to this type of project.

ROW - 200' min.; Access Control-partial; Parking Restrictions-complete.

REMARKS

Additional Data: Items 118A, 1015 & 161; Projects US-466(2), SU-466(8) & US-466(9), respectively.

-over-

APPROVAL DATES

USCOMM DUBC 0004-DC 46005-P61

WALKER ROAD INTERCHANGE SECTION

PROJECT NO. LSS-628(4)

REMARKS - continued

Information for PR 37-B: ROW - 1; ROW - F; Sanitary Facilities - N.

Project Data: The work under this project consists of furnishing and placing topsoil, furnishing and planting trees, shrubs and vines, and incidental work (e.g. mulching, fertilizing) common to this type of project.

Environmental Statement: A "Negative Environmental Declaration" was concurred in by FHWA on December 19, 1972.

Clearinghouse: Exempt from State and District 2 reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Overall design approval was considered given under the Secondary Road Plan prior to January 18, 1969, the effective date of current PPM 20-8, for Projects US-466(2), SU-466(8), US-466(9) and US-466(11) under which the major right-of-way acquisition and roadway construction of this section were accomplished. Landscaping of this section of highway is merely a stage of its construction and as such is considered a part of the ultimate design of the facility.

Documentation for Requirements of IM 20-4-72: The seven (7) items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project, except a portion of Item 7, since the present location and design of the existing hig changed so there will be no alteration patterns. The "view of the road" and " Item 7, will be greatly enhanced for th the aesthetics of the facility apprecia

NOTE: This project is in Congressional

WALKER ROAD INTERCHANGE SECTION

PROJECT NO. LSS-628(4)

Impact

r PPR 37-B: ROW - 1; ROW - F; Sanitary Facilities - N.

The work under this project consists of furnishing
soil, furnishing and planting trees, shrubs and vines,
work (e.g. mulching, fertilizing) common to this type

Statement: A "Negative Environmental Declaration" was
y FHWA on December 19, 1972.

Exempt from State and District 2 reviews under
ents dated April 28, 1970 and October 16, 1970,

s: Not required under the provisions of paragraph 6c

n Approval: Overall design approval was considered
e Secondary Road Plan prior to January 18, 1969,
date of current PPM 20-8, for Projects US-466(2),
-466(9) and US-466(11) under which the major right-
tion and roadway construction of this section were
Landscaping of this section of highway is merely a
onstruction and as such is considered a part of the
n of the facility.

for Requirements of IM 20-4-72: The seven (7) items
aragraph 4b of IM 20-4-72 are not applicable to the
ct, except a portion of Item 7, since the present
location and design of the existing highway facility will not be changed so there will be no alteration of land use or traffic flow patterns. The "view of the road" and "view from the road", under Item 7, will be greatly enhanced for the landscaping will improve the aesthetics of the facility appreciably.

NOTE: This project is in Congressional Di ict No. 1.

80.38

April 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Funding Request
Landscape and Scenic Enhancement Projects
Section 319(B) Title 23, U.S.C.

The following is a list of four landscaping projects which we have worked up and could contract prior to July 1, if we had the necessary financing.

These projects would have a positive impact on the appearance of our facilities, and are arranged in priority order:

Walker Rd. Intchge., Beaverton-Tigard Hwy., FAS 628	$ 75,000
Park St.-Pacific Hwy. Section, Green Springs Hwy., FAP 15	75,000
Beaverton-Tigard Section, Beaverton-Tigard Hwy., FAS 628	143,000
185th Avenue Intchge., Sunset Hwy., FAP 27	65,000

We will appreciate any consideration that you can give us in making funds available for these projects.

LWR:dg

cc L. W. Rullen
Roy Olson
R. H. Chase

8038

March 7, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Beautification Projects

Highway Beautification funds amounting to $186,000 are available under 319b of Title 23, U.S. Code funds. The following projects are proposed:

1. Greenburg Road Interchange Section
Beaverton-Tigard Highway, Washington County

The project includes planting of trees, shrubs and vines, and fertilizing and mulching.

Estimated Cost - $56,000

Scheduled for April 25 letting

2. Klamath Falls Section
Klamath Falls-Malin Highway, Klamath County
Mile Point X6.40 to Mile Point X5.35

The project includes furnishing and placing embankment materials and topsoil, furnishing and planting shrubs, installing an irrigation system, and performing incidental work as called for in the specifications and plans.

Estimated Cost - $76,000

Scheduled for April 25 letting

3. Walker Road Interchange Section
Beaverton-Tigard Highway, Washington County

The project includes furnishing and placing topsoil; furnishing and planting trees, shrubs, and vines; and fertilizing and mulching.

Estimated Cost - $54,000

Scheduled for June 20 letting

I recommend approval of the projects. Funds for highway beautification are available for programming with no State match monies required.

This matter will be on the agenda for the March 27 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. W. Rullen
V. E. Skoog
Gary Sund
R. E. Whipps

REO:vmt cm

8038

FORM 8-88

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 25, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT LSS Funds

There is $186,000 of LSS Funds available. These have to be used before June, 1974. We are proposing the following projects for your approval.

Greenburg Road	$56,000	May
Klamath Falls Section	76,000	April
Walker Road	54,000	June

Attached is additional support for the three suggested roadside improvement projects.

JHV:jh

2-26-74
OK
Ed H.
cc Glenny

Hal

2-27-74
original to
Hal Versteeg

RECEIVED
FEB 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form B-16

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Roadside Improvement

	PROPOSED PROJECTS				LETTING DATE		
Greenburg Road			$56,000	May	LSS Funds		
Kalamth Falls Section			76,000	April	LSS Funds		
Walker Road			54,000	June	LSS Funds		
Boring Road			62,000	June	F.A.P.Funds		
	(Later)						
Pacific Highway-Park Street (Ashland)			74,000				
N.W. 185th Avenue Interchange			63,484				
Beaverton Interchange Section			143,000				

FORM 8-22 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1973

1 Versteeg
SUBJECT: 2 Olson
3 Terpin
Scott
Swanson
Copy Olson
Trant
Copy - Young

RECEIVED
NOV 16 1973
ROAD DESIGN SECTION

Require
Receive
Da
Return
Bridge
Other

To: J. H. Versteeg
Design Engineer
224 State Highway Building

The Greenburg Road Interchange on the Beaverton-Tigard Highway was opened to traffic on November 1, 1973.

This urban interchange provides direct access to the new Washington Square Shopping Center and eliminates a hazardous intersection.

Roadside improvement projects completed on this section of highway include:

South Tigard Interchange
Tigard-South Tigard Interchange
Beaverton-Progress
Cedar Hills Boulevard Interchange

It is recommended that the Greenburg Road Interchange be considered for a roadside improvement project with planting of shrubs, trees, vines and irrigation.

Letting date is May 23, 1974. Estimated cost is $145,000.

Roy E. Olson
Landscape Engineer

vmt

Glad Versteeg
OK if and when
Fed Aid is available.
Urban funds are
limited
E/H

RECEIVED
NOV 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGR.

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

August 21, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

FILE - WALKER ROAD

Mr. Stoddard H. Pyle
10775 SW Hawthorne Lane
Portland, OR 97225

SCREEN PLANTING
Sunset Highway-Beaverton Section
Beaverton-Tigard Highway

Dear Mr. Pyle:

By letter of May 14, 1973 you called to our attention your concern for noise at your home on the east side of Highway 217 north of Walker Road. You requested the planting of an evergreen hedge along the right of way line.

Our sound people have viewed the area and taken readings on June 7 and June 21. During the course of their work they did have discussion with Mrs. Pyle relative to their findings. The review of the area indicates that a hedge would not be effective in reducing noise levels. Generally speaking, greenery must be planted very densely and at a considerable depth in order to effectively reduce sound.

We do anticipate, when funds are available, undertaking a landscape planting project in the area for esthetic reasons. Primarily, this landscaping will occur at the newly completed interchanges, however, I am by a copy of this letter asking our landscape engineer to consider in his development of plans the possibility of a planting that would constitute a visual screen between your home and the highway.

Very truly yours,

L. W. Rulien
Regional Engineer

P.D. 143

LWR/cr
bc R. L. Schroeder
H. E. Woodward
Roy Olson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 16, 1972

Hon. Harry D. Boivin
State Senator
210 Boivin Building
Klamath Falls, OR 97610

Dear Senator Boivin:

At the request of Chairman Glenn Jackson, we have investigated the possibility of landscaping the median strip on Kit Carson Way near the entrance to Oregon Technical Institute in Klamath Falls.

It was found that in order to do an adequate job an irrigation system would have to be installed. This system plus topsoil, curbs, fill material, and shrubs adds up to a project totaling $73,268.

There is no question but what this would be a worthwhile project; however, we are unable to finance it from current highway funds. As you know, our vital overlay program is badly lagging, and $73,000 would provide two miles of overlay.

There is a glimmer of hope. For the past few years we have been receiving federal money for this purpose from the "Ladybird" Beautification Program. Beautification funds are not available now; should they become available in subsequent years, we will give consideration to this project using those funds.

NOTED
E. S. HUNTER

Very truly yours,

George M. Baldwin
Administrator of Highways

By [illegible]

F. B. Klaboe
Deputy State Highway Engineer

NOTED
ROY OLSON

RECEIVED
AUG 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Roy Olson
Lt. Young - keep in mind Alene Lee's interest in Lady Bird funds. ESH

cc Glenn Jackson
bc George M. Baldwin
Tom Edwards
E. S. Hunter (Please keep in mind if beautification funds materialize.)

Section

8038

[D]

December 7, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Additional Highway Beautification and Junkyard Control Funds

There is a possibility that additional highway beautification and junkyard control funds may be released by the Federal Highway Administration. Accordingly, we have submitted to the FHWA the priority listing of projects and requested their approval of said projects in the event federal funds are released.

The following projects were submitted as junkyard control jobs under Section 136 of Title 23, U.S. Code (these funds are 75% federal - 25% state):

1. Hubbard Auto Wreckers
   Pacific Highway East, M.P. 30.11
   3-acre Acquisition

2. Time Oil Company
   Pacific Highway East, M.P. 38.44
   6-Acre Acquisition

3. Curtin Garage
   Pacific Highway, M.P. 155.0
   1.8-acre Acquisition

4. Kilner's Wrecking Yard
   Oregon-Washington Highway, M.P. 32.24
   8.28-acre Acquisition

5. Walker Auto Parts-Greening Wrecking Yard
   Rogue Valley Highway, M.P. 15.16
   Acquisition

6. Junkyard
.IcKenzie Highway, M.P. 10.96
Acquisition

7. Junkyard
Umpqua Highway, M.P. 56.70
Acquisition

8. Arco Station
Florence-Eugene Highway, M.P. 41.79
Acquisition

9. M. L. Welch Auto Repair
Coos Bay-Roseburg Highway, M.P. 66.92
Acquisition

10. One Pine
Willamette Highway, M.P. 0.80
Acquisition

11. Santiam Auto Wreckers
Santiam Highway, M.P. 16.16
Acquisition

Total estimated acquisition cost of the 11 junkyards is $514,650. of which $385,988 will be federal aid and $128,662 will be state funds.

Highway Beautification projects are financed entirely with federal funds under Section 319b of Title 23, U.S. Code and require no state matching funds. The follewing projects were submitted to the Federal Highway Administration for approval:

1. Cedar Hills Interchange-Beaverton Section (1.6 miles)
Beaverton-Tigard Highway, Washington County
Estimated Cost - $143,000

2. Cedar Hills Interchange
Beaverton-Tigard Highway, Washington County
Estimated Cost - $235,000

3. Walker Road Interchange Section (0.5 mile)
Beaverton-Tigard Highway, Washington County
Estimated Cost - $121,000

4. Klamath Falls Section (1.1 miles)
   Klamath Falls-Malin Highway, Klamath County
   Estimated Cost - $76,000

5. 185th Avenue Interchange
   Sunset Highway, Washington County
   Estimated Cost - $75,000

This matter will be on the agenda for your consideration at the December 12 meeting. Your approval of these projects is recommended provided federal funds are available.

cc C. W. Head
George M. Baldwin (note Item 3)
Tom Edwards
E. S. Hunter
Roy Olson
Gary Sund
Gary Ross

ESH:jf 1a

8038

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

SUBJECT Negative Declaration
Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Halsey Interchange-Lane County Line Section
Pacific Highway, Interstate 5
Linn County

Cedar Hills Interchange Section
Beaverton-Tigard Highway, MP 0.00 - MP 0.28
Washington County

NOTED
R. D. ASBURRY

Cedar Hills Interchange-Beaverton Interchange
Beaverton-Tigard Highway, MP 0.28 - MP 1.91
Washington County

Klamath Falls (First St.-Esplanade) Section
Klamath Falls-Malin Highway, MP 6.26
Klamath County

185th Avenue Interchange Section
Sunset Highway, MP 64.29
Washington County

NOTED
L.H. YOUNG

RECEIVED
DEC 2 0 1972
PROGRAMMING SECTION

Walker Road Interchange Section
Beaverton-Tigard Highway, MP 0.92
Washington County

Terwilliger Boulevard Interchange
Pacific Highway, MP 297.18
Multnomah County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT

The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing r'ght-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date DEC 19 1972
Division Engineer

GAP:bb

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
J. F. Putnam
H. S. Coulter
L. W. Rulien

8038

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
R.E. Simpson, Division Engineer
Federal Highway Administration

DATE October 27, 1972

FROM L. S. Hunter
Assistant State Highway Engineer

SUBJECT

In response to Mr. Jacklund's telephonic inquiry of October 25 regarding scenic enhancement projects which could be available for the obligation of funds by December 31, 1972, the following is a listing of roadside improvement projects, in order, which could be developed to P.S. & E. status by that date.

1. Cedar Hills Interchange Section
   Beaverton-Tigard Hwy., MP 0.00 - MP 0.28
   Washington County — Est. Cost $132,000

2. Cedar Hills Interchange-Beaverton Interchange.
   Beaverton-Tigard Hwy., MP 0.28 - MP 1.71
   Washington County — Est. Cost 143,000

3. Klamath Falls (First St.-Esplanade) Sec.
   Klamath Falls-Malin Hwy.
   Klamath County — Est. Cost 75,000

4. 136th Ave. Interchange Section
   Sunset Highway, MP 64.20
   Washington County — Est. Cost 130,000

5. Walker Road Interchange Section
   Beaverton-Tigard Hwy., MP 0.02
   Washington County — Est. Cost 120,000

Total $601,000

cc George H. Baldwin
F. B. Klaboe

bc L. H. Young
F. L. Hall
J. R. Byard

RDA:dg

8039 Oregon City-Carus Sec. 1974
on Cascade Hwy.
(4.73 mi. paving)

8039

AIR MAIL

December 3, 1974

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $383.41 will be made to Cascade Construction Company, Inc., on Contract No. 8039 for paving on the Oregon City-Carus Section of the Cascade Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $126,474.33 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. K. Head
COMMISSION SERVICES

fkm

cc Cascade Construction Company, Inc.
P.O. Box 4267
Foot of S. W. Abernethy St.
Portland, OR 97208

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8039

November 12, 1974

AIR MAIL
The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06156

Gentlemen:

On November 1, 1974, we wrote to you concerning release of final payment on Contract No. 8039 awarded to Cascade Construction Company, Inc., for paving on the Oregon City-Carus Section of the Cascade Highway in Clackamas County.

Final payment on this contract is $5,623.70 and the total contract amount is $126,091.17. No work was performed under force account.

Very truly yours,

L. W. Mead
COMMISSION SERVICES

fka

cc Cascade Construction Company, Inc.
P. O. Box 4267
Foot of S. W. Abernethy St.
Portland, OR 97208

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8027

FORM E.1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Oregon City - Carus	SECTION: Oregon City - Carus	WEEK ENDING: October 12, 1974
		SECTION PREFIX: 103-1131
	HIGHWAY: Cascade Highway	COUNTY: Clackamas
	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Co.,Inc.	CONTRACT NUMBER: 8039	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 23, 1974	DATE WORK STARTED: Aug. 21, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 35
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 50
PROJECT AUTHORIZATION: $193,449.40		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $178,109.80	ENGINEERING AUTHORIZATION $15,339.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $178,109.80	ENGINEERING COST TO DATE $11,721.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: [redacted] UNDERRUN - 17%	PERCENT OF AUTHORIZATION 76 %	DATE PROJECT WAS COMPLETED: Sept. 12, 1974

Semi-final submitted Oct. 11, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		4.73			4.73
MILES PARTIALLY COMPLETED					
MILES COMPLETED		4.73			4.73
TOTAL ESTIMATED QUANTITIES (CONTRACT)		900			11,200
TOTAL QUANTITIES CORRECTED TO DATE		826			8621
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		826			8621
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair			
MONDAY 7	"			
TUESDAY 8	"			
WEDNESDAY 9	"			
THURSDAY 10	Cloud y			
FRIDAY 11	Showers			
SATURDAY 12				

K
23

STATE
GENERAL FILES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No activity
MONDAY 7	"
TUESDAY 8	"
WEDNESDAY 9	"
THURSDAY 10	"
FRIDAY 11	Submitted semi-final to Region office.
SATURDAY 12	

REMARKS

Submitted 3rd notification of Commencement or Completion on Oct. 7, 1974.
Submitted semi-final to Region office on Friday.

SIGNED _____ LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

803

8039

July 19, 1974

Cascade Construction
Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

Enclosed are three copies of Contract No. 8039 awarded to you on July 15, 1974, for work on the Oregon City-Canby Section of the Cascade Highway in Clackamas County in the amount of $168,360.

Two of three copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 9, 1974.

Very truly yours,

C. W. Read
COMMISSION SERVICES

jm
Enclosures

bc C. T. Kenney
Walt Hart
Vince Gallagher
E. L. Hurlt
James McManus

8039

June 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT 1975 Pavement Overlay Projects

Surveys have been completed on the following state construction overlay projects which we propose for letting in July 1974. These projects are necessary to upgrade deteriorated surfaces and improve the level of service on these highways.

Hwy.	Section	Length	Work	Amount
John Day	Shutler Sta.-Olex	4.0	Asph.Conc. O'lay	$ 267,500
John Day	Willow Cr.-Vale	10.2	Asph.Conc. O'lay	699,300
Willamette	Odell Butte - The Dalles-Calif. Hwy.	10.9	Plant Mix Seal	419,000
Crater Lake	Ft. Klamath-Lobert Jct.	14.0	Plant Mix Seal	635,000
Cascade	Oregon City-Cyrus Sec.	4.7	Asph.Conc. O'lay	279,100
				$2,200,000

I recommend these projects for letting and request your authority to include them in our current state construction program.

This matter will be on the agenda for your consideration at the June meeting.

BLGidg

bc Cedil Read
George H. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Dixon
I. W. Mallon
J. H. Veatch
V. D. Wolfe
Gary Sund
R. H. Whipps
B. L. Gifford
E. L. Hardt
C. O. Fredrickson
A. Shirley
C. H. Williams
W. E. Schwartz

8040 Shutler Sta.-Olex Sec. John 1974
Day Hwy. S. of Arlington.
(4 mi. paving)

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem,
September 23, 1975

FROM: C. T. Keasey
Construction Engineer
R. D. Church for

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8040, Work Completed 5-19-75

Project Shutler Station - Olex

Highway John Day, County Gilliam

Type of Work Paving

Contractor C. H. Stinson, Inc.

Recommended Acceptance Date 9-24-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ek

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 9/25/75

RECEIVED
ENGINEERING
SEP 24 '75
REFER TO
Info
Inve
R/D
Est

8040

October 8, 1975

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On September 26, 1975, we wrote to you concerning release of final payment on Contract No. 8040 awarded to C. H. Stinson, Inc., for paving the Shutler Station-Olex Section of the John Day Highway in Gilliam County.

The total contract amount is $280,375.41 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc C. H. Stinson, Inc.
P. O. Box 239
The Dalles, OR 97058

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

Bato

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

September 5, 1975

U. S. National Bank of Oregon
PO Box 702
The Dalles, OR 97058

Attention: Betty L. Broer

We acknowledge receipt of your safekeeping receipt 132701, covering TCD 3 023326, $14,000, deposited in lieu of retainage on our contract 8040 with C. H. Stinson, Inc. Enclosed please find safekeeping receipt 132699 covering matured certificate 3 23322. The amount on deposit in lieu of retainage on this contract remains unchanged.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl
Enclosure

cc: C. H. Stinson, Inc.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-736-3122

UNITED S[illegible]TES NATIONAL BANK OF [illegible]REGON
SAFEKEEPING RECEIPT

20 132701

Branch The Dalles No. 14

DATE Sept. 3, 1975

For The Account of • OREGON STATE HIGHWAY DIVISION
Room 434, Highway Building
Salem, Oregon

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY C. H. Stinson, Inc.

Negotiable Time Certificate of Deposit No. 3 023326 in the face amount of $14,000.00 payable to C. H. Stinson, Inc., The Dalles, Oregon, 97058 dated 9-3-75 and maturity date of Oct. 3, 1975, 5% Interest and endorsed by this firm, deposited in lieu of retainage on Project No. 8040 (Shutler Station - Olex Section) Contractor:

C.H. STINSON, INC.

Funds in this Certificate of Deposit to be released to C.H.Stinson, Inc. ONLY upon written notice to disburse from Oregon State Highway Division
Salem, Oregon

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

68-868 9/72

Customer Copy

20

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

September 3, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn R. J. Hacek, Accounting Systems Officer

REFERENCE C. H. STINSON, INC.

We are enclosing our Safekeeping Receipt 132701 to replace Safekeeping Receipt 132699.

Betty K. Broer

Betty K. Broer
General Loan Officer

RECEIVED
SEP 5 1975
Contract Accts.

8040

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 5, 1975

United States National Bank of Oregon
PO Box 702
The Dalles, OR 97058

Attention: Betty Broer

We received your Safekeeping Receipt 132699, in the amount of $14,000.00, to be used in lieu of retainage on contract 8040 with C. H. Stinson, Inc. This replaces your Safekeeping Receipt 132695, $14,000.00, which we are enclosing. The amount on deposit on this contract remains the same.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: C. H. Stinson, Inc.

Enclosure

RECEIVED
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

August 1, 1975.

Mr. R. J. Hacek
Accounting Systems Office
Oregon State Highway Division
Room 434, Highway Building
Salem, Oregon 97301

Regarding: C. H. Stinson Inc, Contract #8040

Dear Mr. Hacek:

We are enclosing our Safekeeping Receipt #132699 covering Certificate of Deposit #3-023324 dated August 1, 1975 with a maturity date of September 2, 1975 in the amount of $14,000.00 to be used in leau of retainer of contract #8040 with C. H. Stinson. This replaces our Safekeeping Receipt #132695 covering certificate of deposit which matured on August 1, 1975. We have marked our records so that funds from this certificate will not be released ~~from~~ the contractor except upon written consent from your department.

Sincerely,

Betty Broer
General Loan Officer

BB/po

Enclosure

RECEIVED
AUG 4 1975
Contract Acctg.

AUG - 4 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch The Dalles No. 14

132699

DATE August 1, 1975

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

For The Account of • OREGON STATE HIGHWAY DIVISION
Room 434, Highway Building
Salem, Oregon

DEPOSITED BY C.H. Stinson, Inc.

Negotiable Time Certificate of Deposit No. 3-023324 in the face amount of $14,000 payable to C.H. Stinson, Inc., The Dalles, Oregon 97058 dated 8-1-75 and maturity date of August 1, 1975. 5% Interest and endorsed by this firm, deposited inlieu of retainage on Project No. 8040 (Shutler Station-Olex Sextion) Contractor:

C.H. STINSON, INC.

Funds in this Certificate of Deposit tobe released to C.H. Stinson, Inc. ONLY upon written notice to disburse from Oregon State Highway Division Salem, Oregon

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-265 7/72

Customer Copy

8040

R

OREGON STATE HIGHWAY DIVISION

July 9, 1975

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

United States National Bank of Oregon
PO Box 702
The Dalles, OR 97058

Attention: Betty K. Broer

Re: C. H. Stinson, Inc.
Contract No. 8040

We acknowledge receipt of your Safekeeping Receipt No. 132695, covering certificate of deposit No. 3 023322 in the amount of $14,000, to be used in lieu of retainage on our Contract 8040 with C. H. Stinson, Inc.

The funds from the certificate should not be released to the contractor except upon written notice from the Highway Division.

V. E. Skoog, Controller

by

R. J. Hacek
Accounting Systems Officer

JP:njc

cc: C. H. Stinson, Inc.

bc: C. W. Head
John Bond
Robert Church
Charles Barrett

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

July 2, 1975

Oregon State Highway Division
Room 434, Highway Building
Salem, Oregon 97310

Attn Mr. R. J. Hacek

REFERENCE C. H. STINSON, INC.

Enclosed is our Safekeeping Receipt #132695 whereby we are holding a negotiable time certificate of deposit in the face amount of $14,000 in connection with Ptoject No. 8040 (Shutler Station - Olex Section) with C. H. Stinson, Inc. Contractor.

We believe this will enable you to release the retainage being held on the job referred to in the Safekeeping Receipt.

Betty K. Broer
General Loan Officer

enc

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch The Dalles No. 14

No. 132695

DATE July 2, 1975

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • OREGON STATE HIGHWAY DIVISION
Room 434, Highway Building
Salem, Oregon

DEPOSITED BY C. H. Stinson, Inc.

Negotiable Time Certificate of Deposit No. 3 023322 in the face amount of $14,000.00 payable to C. H. Stinson, Inc., The Dalles, Oregon, 97058 dated 7-2-75 and maturity date of August 1, 1975. 5% Interest and endorsed by this firm, depeoited in lieu of retainage on

Project No. 8040 (Shutler Station-Olex Section) Contractor:
C.H. STINSON, INC.

Funds in this Certificate of Deposit to be released to C.H.Stinson, Inc. only upon WRITTEN NOTICE TO DISBURSE FROM Oregon State Highway Division, Salem, Oregon

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Betty K. Bock

10-268 7/73

Customer Copy

3040

R

FORM 81-704-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	Shutler Station-Olex
WEEK ENDING	June 6, 1975
SECTION PREFIX	11-1115
HIGHWAY	John Day
COUNTY	Gilliam
NAME OF JOB	Shutler Station-Olex
KIND OF WORK	Paving
CONTRACTOR	C. H. Stinson, Inc.
CONTRACT NUMBER	8040
FEDERAL AID PROJECT NUMBER	State
DATE OF CONTRACT	July 23, 1974
DATE WORK STARTED	February 24, 1975
ESTIMATED COMPLETION DATE	May 19, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	SPECIFIED CALENDAR DAYS 200
	SPECIFIED COMPLETION DATE
	WORK DAYS USED
	CALENDAR DAYS USED 194
	PERCENT OF TIME ELAPSED 97
PROJECT AUTHORIZATION: $ 301,282.92	
EXCLUSIVE OF ENGINEERING: $ 277,392.64	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 280,127.05	
ESTIMATED PERCENT: OVERRUN ~~UNDER~~ 1 %	
ENGINEERING AUTHORIZATION $ 23,890.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ENGINEERING COST TO DATE $ 22,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
PERCENT OF AUTHORIZATION 92 %	DATE PROJECT WAS COMPLETED: May 19, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. 100	MAT'L. PROD. 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							3.67
MILES PARTIALLY COMPLETED							
MILES COMPLETED							3.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)							14,500 ton
TOTAL QUANTITIES CORRECTED TO DATE							15,399 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							15,399 ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-warm			
MONDAY	Overcast-fair			
TUESDAY	Clear-fair			
WEDNESDAY	Clear-Warm			
THURSDAY	Clear-Warm			
FRIDAY	Clear-Warm			
SATURDAY				

RECEIVED
JUN 10 1975
CONSTRUCTION
SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Work on the semi-final estimate was completed and submitted to the Region office.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

The semi-final estimate was submitted to the Region office on Monday. This is the last report.

SIGNED [signature] LOCATION Condon

for Harry Sburry, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7-216

FORM 81.734.3039

5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

June 25, 1974

FILE:

FROM: R. J. VanCleave
Regional Geologist

TO: W. R. Meritt
Resident Engineer
THE DALLES

SUBJECT: Material Source
Shuttler Sta.-Olex Sec.
John Day Highway
Gilliam County

A logical material site in the NW ¼, Section 11, T1S, R21E, was being investigated for the above project. Due to the project timing and a property dispute on this location between R. E. Irby, Arlington, and Horace Johnson, N. Hollywood, California, it is being dropped for inclusion in the plans. Because of its desirability, any contractor inquiring into sources should be made aware of it.

A State controlled source at M.P. 19.5, IR-2-513, is being designated for this project.

RJV:mr

cc: C. M. Williams
J. H. Versteeg, ATT: Fred Erikson

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Heger		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

1 U
2 T
Copy
T

8040

June 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klabee, Administrator
and State Highway Engineer

SUBJECT 1975 Pavement Overlay Projects

Surveys have been completed on the following state construction overlay projects which we propose for letting in July 1974. These projects are necessary to upgrade deteriorated surfaces and improve the level of service on these highways.

Hwy.	Section	Lgth.	Work	Amount
John Day	Shutler Sta.-Olex	4.0	Asph.Conc. O'lay	$ 267,500
John Day	Willow Cr.-Vale	10.2	Asph.Conc. O'lay	699,200
Willamette	Odell Butte - The Dalles-Calif. Hwy.	10.9	Plant Mix Seal	419,400
Crater Lake	Ft. Klamath-Lobert Jct.	14.0	Plant Mix Seal	635,800
Cascade Scady	Oregon City-Carus Sec.	4.7	Asph.Conc. O'lay	238,100
				$2,260,000

I recommend these projects for letting and request your authority to include them in our current state construction program.

This matter will be on the agenda for your consideration at the June meeting.

RLG:dg

bc Cedil Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Skoog
I. W. Rulien
J. K. Verstoeg
V. D. Wolfe
Gary Sund
R. E. Whipps
B. L. Gifford
E. L. Hardt
C. O. Fredrickson
A. Shirley
C. M. Williams
W. E. Schwartz

FORM S-20-E 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 5, 1974

To: MEMO TO FILES

SUBJECT: Shutler Station-Olex
(Overlay Project)
John Day Highway
Gilliam County

I received a call June 4 from Dick Havig requesting that the typical section as proposed for the subject project be changed. Mr. Sandmann now recommends that both the top and base courses of AC be 32 feet in width. The typical section for the project as submitted indicated a base course of asphalt concrete 1-1/2 inches thick and 24 feet wide with the top course 1-1/2 inches thick and 32 feet wide. It is now recommended that the base course also be 32 feet wide.

W.N. Hackleman
Location Design Engineer

WNH:jp

cc V.D. Wolfe
J.H. Versteeg (W.H. Sample)
R.A. Sandmann

REFERRED TO

Cole		Read	
Eriksen		Sample	
Heger		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

1 V
2 T

8041 Ft. Klamath-Lobert Jct. Sec. 1974
Crater Lk. Hwy. SE Ft. Klamath.
(14 mi. pavement overlay)

BOH Design. Fdl 572

February 20, 1976

Sandy, Scott & Company
P. O. Box 4046
Redding, CA 96001

572-H

Gentlemen:

Enclosed is corrected information concerning State Highway Contract No. 8041 requested in Mr. James Schaab's January 30 letter.

Very truly yours,

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

QC:ljt

Encl.

cc: O'Hair Construction Co.
P. O. Box 3103
Redding, CA 96001

bc: E. S. Hunter
H. S. Coulter

Fort Klamath-Lobert Junction
Contract 8041

	Current Estimates	Retentions	TOTAL
1. Total contract amount, including approved change orders to December 31, 1975			$599,686.58
2. Total amount of progress billings to December 31, 1975		$28,398.03	$599,686.58
3. Amounts remitted to December 31, 1975			$599,686.58
4. Amounts due to you on current estimate and retainages and December 31, 1975	$ -0-	$ -0-	$ -0-

O'HAIR CONSTRUCTION CO.
General Engineering Contractors

P. O. BOX 3186, REDDING, CALIFORNIA 96049
PHONE 916-241-8511

Robert H. O'Hair
President

RECEIVED
STATE HWY ENGR
FEB 3'76
REFER TO
Julien
FOR
Init. | Investig. | R/D | Draft | Check | File | Letter

AAC
FEB -3'76
REFER TO
Part 1R
FOR
Init. | Investigate | R/D | Action | File | Letter | See me

January 30, 1976

Oregon Highway Commission
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Fort Klamath - Lobert Junction - Contract 8041

Dear Sir:

Our auditors, Gandy, Scott & Company, are now making an examination of our financial statements as of December 31, 1975. They wish to obtain direct confirmation of the status of our contract with you as of that date. Our records show the following:

	Current Estimates	Retentions	Total
1. Total contract amount, including approved change orders to December 31, 1975			599,636.58 ~~$601,356.37~~
2. Total amount of progress billings to December 31, 1975	~~$571,288.55~~	28,398.03 ~~$30,067.82~~	599,686.58 ~~$601,356.37~~
3. Amounts remitted to December 31, 1975			599,696.58 ~~$601,356.37~~
4. Amounts due to us on current estimate and retainages at December 31, 1975	$ -0-	$ -0-	$ -0-

5. There are no problems connected with the contract which require litigation.

Please state in the space below whether or not the data above is in agreement with your records at December 31, 1975. If not, please provide the auditors with any information you may have which will help them reconcile the differences.

After signing and dating your reply, please return it directly to Gandy, Scott & Company, P. O. Box 4045, Redding, California 96001. A stamped, addressed envelope is enclosed for your convenience.

Yours very truly,

James R. Schwab

JAMES R. SCHWAB
Office Manager

JRS:lm

To: Gandy, Scott & Company

The information above agrees with our records at December 31, 1975, with the following exceptions (if any):

Correct figures in red
Contract Rd. in full Sept., 1975

Signed _____

Title _____

Date _____

September 10, 1975

US Fidelity & Guaranty Co.
Portland Office
520 SW 6th Ave.
Portland, OR 97204

Gentlemen:

On September 10, 1975, we wrote to you concerning release of final payment on Contract No. 8041 awarded to Robert H. O'Hair & O'Hair Construction Co. for work on the Fort Klamath-Lobert Junction Section of the Crater Lake Highway in Klamath County.

Final payment on this contract is $28,398.03 and the total contract amount is $599,686.58. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Robert H. O'Hair & O'Hair Construction Co.
PO Box 253
Mount Shasta, CA 96067

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
C. M. Williams

FORM 01.734.5050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 8, 1975

FILE:

FROM: C. T. Keasey for R. D. Church
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8041, Work Completed July 9, 1975

Project Fort Klamath-Lobert Jct.

Highway Crater Lake, County Klamath

Type of Work Paving

Contractor Robert H. O'Hair & O'Hair Const. Co., J.V.

Recommended Acceptance Date September 8, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 9-9-75

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO
FOR

Letter Written
9-10-75

August 18, 1975

Mr. Robert H. O'Hair
P.O. Box 253
Mount Shasta, CA 96067

Dear Mr. O'Hair:

We have reviewed your request for an extension of time on Contract No. 8041 for work on Fort Klamath-Lobert Junction Section of the Crater Lake Highway in Klamath County.

Careful consideration was given to the reason you submitted. In light of the available facts, this extension of time is denied. The progress of the work subsequent to the vandalism damage indicates it did not cause the late completion.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
V. E. Skoog
Dick Hacek
Bud Shirley
Bob Church

fr dpy

FORM 81.726.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8041

Salem, Oregon

August 12, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Fort Klamath-Lobert Junction
Contract No. 8041
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Robert H. O'Hair requests a 21-day time extension because of severe vandalism damage which they sustained on their equipment at the quarry site in March, 1975. Bids on this project were opened July 16, 1974 (5 bidders) and the workday count started August 9 with 225 calendar workdays allowed. The 225 days expired June 19, 1975 at which time the contractor had just started setting up his paving plant. The project was then completed July 9 with 242 days counted, or 17 days liquidated damages at $150 per day.

I believe the vandalism reason which the contractor cites would ordinarily be valid for extension as something beyond his control, however, the other facts concerning progress of this work do not indicate that the equipment vandalism really caused the excessive time. The Region analysis indicates that crushing could have started the last half of April, or a month after the vandalism occurred. Crushing actually started May 15. Paving did not start until June 25 and was then completed in only 12 days counted (Fourth of July weekend is excluded). The 225 days allowed elapsed June 19 which we believe allowed a reasonably good weather period for performing the paving in late May and June. We therefor concur in the Region recommendation to deny the request for extension. This is a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED

AUG 13 1975

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 16, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 246 days, within which to complete our Contract No. 8041, without the assessment of liquidated damages. The said contract is described as follows: Paving the Fort Klamath-Lobert Section of the Crater Lake Hwy in Klamath County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We were prevented from crushing aggregates for asphalt concrete between the middle of March 1975 and May 1975 (Mid), because of malicious vandalism and damage to equipment (crushing and street equipment) at the crusher site sometime during the weekend of March 15th/16th. The damage was extensive and required a month for repair and ultimate resumption of our crushing operations. We did not complete the crushing for this contract until June 30, 1975, even though we worked considerable overtime hours. Ultimate completion of the contract was delayed 19 calendar days.
See attached letter dated 3-27-75
to E.J. Dunn, Res. Eng.

Respectfully submitted,

Robert H. O'Hair and
O'Hair Construction Company, J.V.
Contractor

By Robert H. O'Hair Pres.

CONSENT OF SURETY

Date July 16, 1975

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
JAMES A. VICK, ATTORNEY-IN-FACT (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8041 Contractor ROBERT H. O'HAIR & ... CONSTRUCTION CO. U.V.

Highway Crater Lake

Section Fort Klamath - Lobert Jct.

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommend that this time extension be denied. Vandalism damage on equipment was not the cause for late completion. Crushing and paving could have been accomplished in late May and June.

Recommended for Approval:

..... Division Engineer

..... For Construction Engineer or Bridge Engineer

..... State Highway Engineer

Contract No.	8041
Project designation	State (State-Federal)
Date awarded	July 23, 1974
Work started	August , 1974
Per cent completed	100 July 3, 1975 (Date)
No. of Workdays Allowed (Calendar)	225
No. of Workdays Used (Calendar)	242
No. of Added Workdays Requested (Calendar)	21

BP-0206-704

O'HAIR CONSTRUCTION CO.

General Contractors

P. O. BOX 253, MT. SHASTA, CALIFORNIA 96067
PHONE 926-2691

STATE LICENSE NO. 276569

March 27, 1975

Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, Oregon 97601

Re: Fort Klamath-Lobert Jct.
Contract No. 8041

Attn: Mr. E. J. Dunn
Resident Engineer

Gentlemen:

In answer to your letter of February 27, 1975, please be advised that we had intended on resuming our crushing operations at the above captioned contract as soon as the weather and local conditions would permit, however as you are aware, the pit site was entered by perons unknown in mid March, and considerable damage was inflicted on several units of our equipment.

As of this writing, we are making arrangements for repair of this equipment, and in some cases, have yet to determine the full extent of the damages. The adverse weather conditions which have persisted since February 1st, along with the deep snow at the pit site, have also hampered our efforts to make a full assessment of the situation. As soon as we have better information on the extent of the damage, and the estimated time requirements for making repairs, we will provide you with an estimated beginning date for the resumption of our crushing operations. The results of this malicious and senseless vandalism could become the controlling factor of when we can resume work.

In accordance with the provisions of Section 108.09 of the Standard Specifications, we are requesting your consideration of a possible adjustment in the contract time for this project, in the event that the above described incident becomes a controlling factor in our ability to resume work on this contract. Irregardless of this factor, we will make every effort to complete the total project within the allotted time.

With regards to Price Agreement No. 2, this will advise you that Mr. O'Hair will hand carry this document to your office within the next few days. We will call you to confirm a date that is also convenient for you prior to our visit.

Very truly yours,

Robert H. O'Hair and
O'Hair Construction Company

DS/ds

CERTIFIED COPY

GENERAL POWER OF ATTORNEY

No. 76522

Know all Men by these Presents:

That UNITED STATES FIDELITY AND GUARANTY COMPANY, a corporation organized and existing under the laws of the State of Maryland, and having its principal office at the City of Baltimore, in the State of Maryland, does hereby constitute and appoint

James A. Vick

of the City of San Francisco, State of California
its true and lawful attorney [redacted]

for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said UNITED STATES FIDELITY AND GUARANTY COMPANY, through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said

James A. Vick

may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said UNITED STATES FIDELITY AND GUARANTY COMPANY has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its Vice-President and Assistant Secretary, this 17th day of July, A. D. 1967

UNITED STATES FIDELITY AND GUARANTY COMPANY.

(Signed) By R. A. Bolin
Vice-President.

(SEAL)

(Signed) E. D. Bangs
Assistant Secretary.

STATE OF MARYLAND, BALTIMORE CITY, } ss:

On this 17th day of July, A. D. 1967, before me personally came R. A. Bolin, Vice-President of the UNITED STATES FIDELITY AND GUARANTY COMPANY and E. D. Bangs, Assistant Secretary of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said that they resided in the City of Baltimore, Maryland; that they, the said R. A. Bolin and E. D. Bangs were respectively the Vice-President and the Assistant Secretary of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their names thereto by like order as Vice-President and Assistant Secretary, respectively, of the Company.

My commission expires the first day in July, A. D. 19 69.

(SEAL) (Signed) Herbert J. Aull
Notary Public.

STATE OF MARYLAND, BALTIMORE CITY, } Set.

I, James F. Carney, Clerk of the Superior Court of Baltimore City, which Court is a Court of Record, and has a seal, do hereby certify that Herbert J. Aull, Esquire, before whom the annexed affidavits were made, and who has thereto subscribed his name, was at the time of so doing a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and sworn and authorized by law to administer oaths and take acknowledgments, or proof of deeds to be recorded therein. I further certify that I am acquainted with the handwriting of the said Notary, and verily believe the signature to be his genuine signature.

In Testimony Whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore City, the same being a Court of Record, this 17th day of July, A. D. 19 67

(SEAL) (Signed) James F. Carney
Clerk of the Superior Court of Baltimore City.

30 8 (7-62)

(REV.)

COPY OF RESOLUTION

...Vice Presidents, & Secretary for the efficient transaction of business that this Company appoint agents and attorneys with power and authority to act for it and in its name in States other than Maryland, and in the Territories of the United States and in the Provinces of the Dominion of Canada and in the Colony of Newfoundland.

Therefore, be it Resolved, that this Company do, and it hereby does, authorize and empower its President or either of its Vice-Presidents in conjunction with its Secretary or one of its Assistant Secretaries, under its corporate seal, to appoint any person or persons as attorney or attorneys-in-fact, or agent or agents of said Company, in its name and as its act, to execute and deliver any and all contracts guaranteeing the fidelity of persons holding positions of public or private trust, guaranteeing the performances of contracts other than insurance policies and executing or guaranteeing bonds and undertakings, required or permitted in all actions or proceedings, or by law allowed, and

Also, in its name and as its attorney or attorneys-in-fact, or agent or agents to execute and guarantee the conditions of any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of either of the same, which are or may by law, municipal or otherwise, or by any Statute of the United States or of any State or Territory of the United States or of the Provinces of the Dominion of Canada or of the Colony of Newfoundland, or by the rules, regulations, orders, customs, practice or discretion of any board, body, organization, office or officer, local, municipal or otherwise, be allowed, required or permitted to be executed, made, taken, given, tendered, accepted, filed or recorded for the security or protection of, by or for any person or persons, corporation, body, office, interest, municipality or other association or organization whatsoever, in any and all capacities whatsoever, conditioned for the doing or not doing of anything or any conditions which may be provided for in any such bond, recognizance, obligation, stipulation, or undertaking, or anything in the nature of either of the same.

I, Mark F. Boyer, an Assistant Secretary of the UNITED STATES FIDELITY AND GUARANTY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney given by said Company to James A. Vick

of San Francisco, California, authorizing and empowering him to sign bonds as therein set forth, which power of attorney has never been revoked and is still in full force and effect.

And I do further certify that said Power of Attorney was given in pursuance of a resolution adopted at a regular meeting of the Board of Directors of said Company, duly called and held at the office of the Company in the City of Baltimore, on the 11th day of July, 1910, at which meeting a quorum of the Board of Directors was present, and that the foregoing is a true and correct copy of said resolution, and the whole thereof as recorded in the minutes of said meeting.

In Testimony Whereof, I have hereunto set my hand and the seal of the UNITED STATES FIDELITY AND GUARANTY COMPANY on July 16, 1975
(Date)

Mark F. Boyer

Assistant Secretary.

8041

FORM D-106-0204

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fort Klamath-Lobert Jct.
HIGHWAY: Crater Lake
KIND OF WORK: Paving
COUNTY: Klamath

WEEK ENDING: July 26, 1975
18-1158

NAME OF JOB: Fort Klamath-Lobert Jct.
CONTRACTOR: R. H. O'Hair & O'Hair Const. Co., J. V.
DATE OF CONTRACT: July 23, 1974
CONTRACT NUMBER: 8041
DATE WORK STARTED: August 1, 1974
SPECIFIED WORK DATE: WORK
SPECIFIED CALENDAR DAYS: 225
SPECIFIED COMPLETION DATE:
FEDERAL AID PROJECT NUMBER: STATE
ESTIMATED COMPLETION DATE: July 9, 1975
WORK DAYS USED: 242
CALENDAR DAYS USED: 242
PERCENT OF TIME ELAPSED: 108

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:

PROJECT AUTHORIZATION: $663,628.83
EXCLUSIVE OF ENGINEERING: $611,006.28
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $604,196.93
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1 %

ENGINEERING AUTHORIZATION: $52,622.55
Exp. This Week: 38,500.00
ENGINEERING COST TO DATE: $
PERCENT OF AUTHORIZATION: 73 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Engr. 97
DATE PROJECT WAS COMPLETED: July 9, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
-	-	100	100	100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			14.0	14.0		14.0	14.0
MILES PARTIALLY COMPLETED			-	-		-	-
MILES COMPLETED			14.0	14.0		14.0	14.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14 Miles	27,000 Tons		130T-40T	25,000T-1700T
TOTAL QUANTITIES CORRECTED TO DATE			14 Miles	24,485 Tons		152T-50T	26,254T-1971T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14 Miles	24,485 Tons		152T-50T	26,254T-1971T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays	CAUSE OF DELAY
SUNDAY	Clear & Warm			-	
MONDAY	" "			-	
TUESDAY	Clear & Hot 86°+			-	
WEDNESDAY	" " 90°+			-	
THURSDAY	" " 90°+			-	
FRIDAY	" "			-	
SATURDAY	" "			-	

RECEIVED
JUL 28 1975
CONSTRUCTION SECTION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	SEE REMARKS
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate was completed this week and submitted to Region Office on Thursday.

The contractor will complete removal of equipment in approximately three weeks.

This is the last report for the project.

(2) Const.
(1) Region
(1) File

SIGNED E. J. Dunn LOCATION Klamath Falls

WHEN RESIDENT SUBMIT 5 COPIES WHEN RESIDENT AND CONSTR. BOTH ARE INVOLVED SUBMIT 3 COPIES

8041

e

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
May 12, 1975

FILE: S.C. 8042

NOTED
H. S. COULTER

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Class "E" Asphalt Concrete,
Odell Butte-The Dalles-Calif.
Hwy., Contract No. 8042.

TO: Carl M. Williams
Regional Engineer

Copy in #8042

Considerable testing of the Class "E" asphalt concrete overlay on the Odell Butte-The Dalles-Calif. Hwy. Section of the Willamette Highway has been completed. The recent testing of the pavement constructed in late October 1974 resulted from reports of surface raveling and loss of pavement from the digging action of tire chains. Some pavement damage was also reported during snow and ice removal. Enclosed are test reports #74-25417-24, #74-25740, #75-2542, #75-3259-61, #75-4520-27, #75-5467, #75-5540-48, #75-5753-58 and #75-5804-15.

Prior to the sampling and testing of the pavement, an inspection of the surfacing was made by G. Hosner, R. Sandmann, R. Van Cleave, W. Robertson, J. Walker, G. Boyle and J. Wilson. On February 24, 1975, we observed a minor amount of surface aggregate loss, three small areas of surface serrations, a ¼ inch groove three miles in length from snow or ice removal equipment and 10 to 12 holes through the one inch overlay from tire chain "dig out". The holes from spinning chained tires were ¼ - ½ square foot in area and were found on the westerly end of the project in a three lane section, one-half mile in length, with a 5 to 6 percent grade. Also found in the same area were two sets of grooves approximately ¼ inch deep, the width of dual tires and 30 feet in length. These grooves were apparently from spinning chained tires on a truck moving up the hill with a positraction differential engaged.

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On April 10, 1975, a second inspection of the overlay was made following a conversation with Bob Pool about considerable loose paving aggregate being found on the section of pavement. During the inspection several wheel track depression measurements were made with a six foot straight edge devise. The depth of depressions ranged from 1/16 to 1/8 inch with a maximum depth of 3/8 inch found at westbound M.P. 81.7. As a comparison, we measured depressions in several areas on the Halsey Jct.-Lane County Line Section of I-5 and found a consistent ¼ inch depth for the nearly two year old pavement. Although we found that no further pavement damage had occurred on the west end of the project from snow removal equipment or digging chained tires, we feel that the rate of surface erosion as observed and indicated by the wheel track depression measurements is more than expected.

RECEIVED
MAY 1 3 1975

Cy sent Jim Wilson — seems like good report and recommendations —

It was first thought that the surface aggregate loss and tendency towards tire chain damage might be the result of inadequate mix asphalt-aggregate adhesion or an asphalt stripping problem. This mix deficiency was indicated by our construction mix design testing and was corrected by the addition of portland cement in the "C" mix leveling coarse and the specified addition to the "E" mix. In order to be certain that the one percent portland cement, which was added at the paving plant hot stone elevator was actually contained in the pavement and not lost in the dust collection system, pavement cores and collector residue samples were obtained and tested for percent portland cement. Test reports #74-25417-24 and #74-25740 show that the cement content of the mix ranges from 0.37 to 1.05 percent for the 1.0 percent addition and 0.0 percent for the 1900 foot experimental section @ M.P. 80.1 to 80.5 eastbound without portland cement. The tests made on the two samples of collector residue show 3.8 and 4.4 percent portland cement which accounts for the areas with low cement content. Although the amount of portland cement contained in some areas of the pavement is less than the specified one percent, test report #75-4520 indicates that a satisfactory level of strength is obtained at the minimum 0.37 percent cement to provide sufficient asphalt-aggregate adhesion.

Another possible explanation for the loss of pavement surface material is the high abrasion loss of the aggregate indicated by two source qualification test samples. In order to check the extent of the aggregate deficiency, produced aggregate sample test results were reviewed and additional samples tested to determine quality of the material. Produced aggregate test results all indicate an abrasion loss well within the specified 30 percent maximum. Also, test results for samples #75-2542 and #75-3259-61 show 19.53% and 20.03% loss with degradation, liquid limit and plasticity index values indicating a durable material. It appears that aggregate quality is not a factor.

Since insufficient compaction of a pavement will result in inadequate stability and cohesion, cores were obtained and tested for percent compaction and void content. The test results indicate that the void content of the mix at 100 percent compaction is near the design of 3.8 percent and the average percent compaction is 84.6 percent. Since we do not specify a minimum percent relative compaction for class "E" open graded friction coarse and do not have test results for a comparison, we obtained cores from two friction coarse pavements constructed in 1974 and one from 1967. Average percent relative compaction values are 91.7% for the Hess Creek-Chahalem Creek (Newberg) project, 88.7% for the Rice Hill-N. Oakland Jct. project and 94.1% for the 1967 Polk Station-Dallas project. It appears that the low percent compaction and resulting high void content of the pavement is the major reason for the surface erosion and damage of the pavement. Factors which resulted in this condition are mix temperature at laydown below the specified 60° F minimum, existing pavement temperatures at laydown below the required 60° F minimum, insufficient rolling to consolidate the one inch overlay and insufficient consolidation of the overlay from not using the paving machine screed vibrators.

Another factor which contributed to the problem is the slow set nature of the Golden Bear brand asphalt used in the paving. The slow set asphalt along with the late in the year paving without a period of warm weather to set or cure the mix resulted in a pavement more subject to damage.

The following are several construction and materials specification recommendations which we feel should be applied for open graded Class "E" or Modified "C" mixtures.

1. Paving machine screed vibrators should be used to obtain sufficient consolidation of surface aggregates and reduce the potential for ravelling or surface erosion. It should be remembered that our one inch and one and one-half inch pavement thickness must have surface consolidation and is not like the one-half inch, one rock deep, pavement being used by others for friction coarse surfacing.

2. The use of a pick up machine should not be allowed particularly when pavement or air temperature is near or below the specified 60° F minimum. Mix temperature drop is excessive during windrowing and pick up to retain sufficient temperature for proper consolidation.

3. It is recommended that a 90% minimum percent relative compaction be specified for all future paving with Class "E" or modified Class "C" mix.

4. We recommend that the ½"-0 Modified Class "C" mix be used rather than the 3/8"-0 Class "E" for pavements constructed in snow zone areas. The larger aggregate size will provide more surface area for better surface aggregate bond and reduce the potential of surface ravelling and tire chain damage. Enclosed is the Modified Class "C" mix design report #75-5467 for paving on the Fort Klamath-Lobert Jct. project.

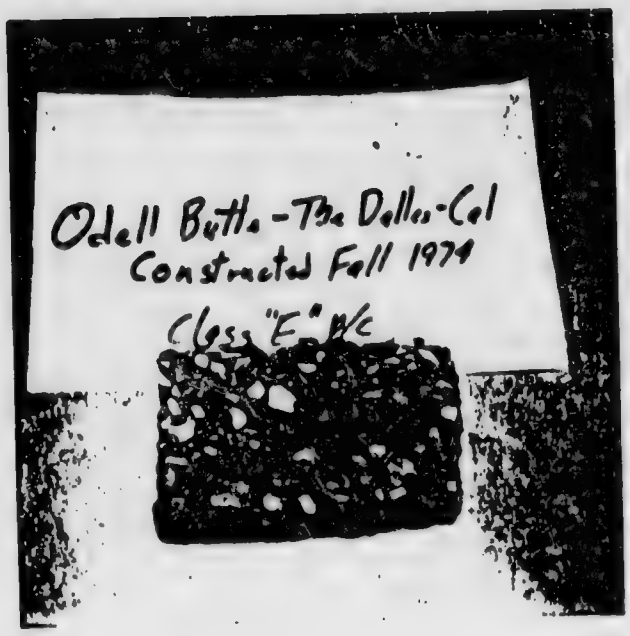
It is our opinion that during the coming summer the kneading action of traffic with warm weather will consolidate the surface of the Willamette Highway pavement to eliminate further damage from tire chains and reduce the rate of surface erosion. However, we recommend that a 0.1 to 0.2 gallon per square yard application of an emulsified asphalt or AR1000 paving grade asphalt be applied to further reduce the loss of surface aggregate and seal the pavement to reduce the rate of asphalt aging.

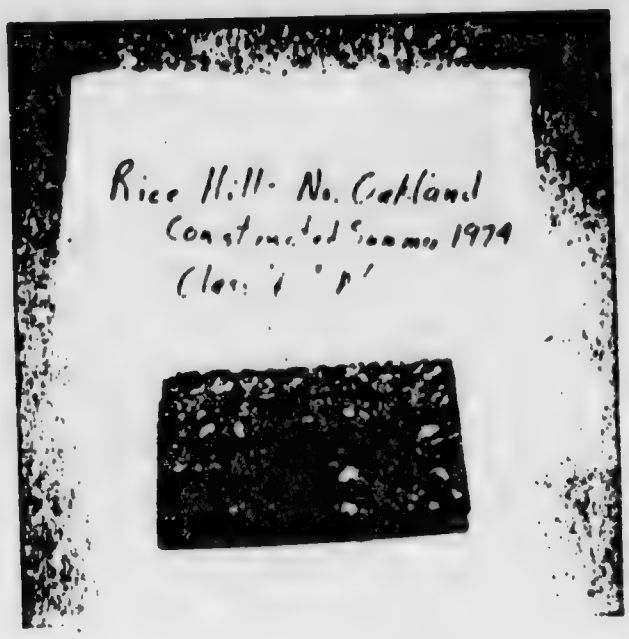
cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
E. J. Dunn
W. Robertson
R. Van Cleave

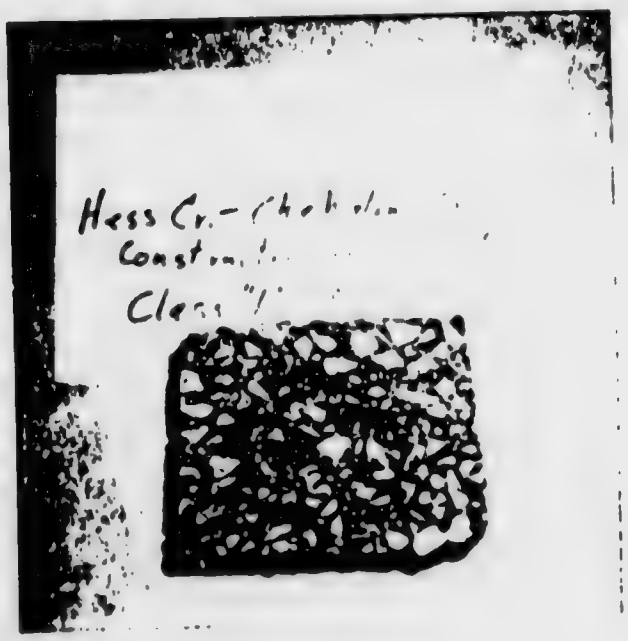
Class "E" Asphalt Concrete Pavement
rage Percent Relative Compa_ _n

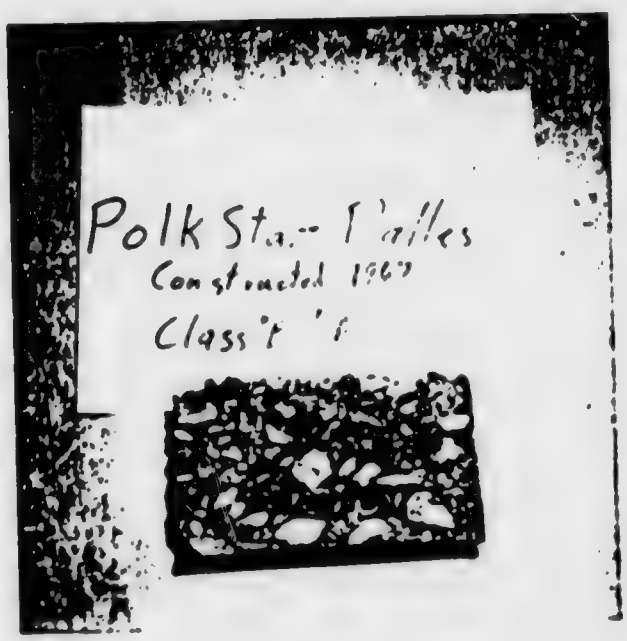
Odell Butte - The Dalles-Calif. Hwy. Section - 84.6%
Rice Hill-N. Oakland Section - 88.7%
Hess Cr.-Chehalem Cr. Section (Newberg) - 91.7%
Polk Station-Dallas Section (1967) - 94.1%

Copy in
1042









Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form 2-000 (6-71)

SAMPLE DATA and LABORATORY TEST REPORT for ~~XXXXXXXXXXXXXX~~ BITUMINOUS MIXTURE

Data Sheet No: 10603

LABORATORY REPORT NUMBER: P 25417

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Contract No.: 8042 | Prefix No.: 18-1159

Highway: Willamette | Res. Engr.: W. Robertson | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Sampled by: Ken Olson | County: Klamath

Submitted by: R. J. Van Cleave | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐ | FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 310+00, 9' left.

REMARKS:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS ☐
☒ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	5.6	6.0	94.0
1/4	28.6	36.8	63.2
4	14.4	52.3	47.7
10	25.5	79.7	20.3
40	11.8	91.1	8.9
200	3.8	96.5	3.5
P200	3.3	100	
A/C	7.0		

☐ OSHD Asphalt . . . . . 7.0 %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
-.35 [illegible] 0.0 %

Material represented by this sample ☐ Does ☐ Does not comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

[illegible]
Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for ~~BITUMINOUS~~ BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 25418

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 315+00, 9' left

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	6.0	6.5	93.5
¼	27.5	36.2	63.8
4	17.2	54.8	45.2
10	26.1	82.8	17.2
40	10.1	93.8	6.2
200	3.0	97.1	2.9
P200	2.7	100	
A/C	7.4		

☐ OSHD Asphalt . . . . . 7.4 %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portion passing #200 0.070

Material represented by this sample Does ☐ Does not ☐ comply with specifications

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
5X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for ~~ASPHALTIC CONCRETE~~/ASX BITUMINOUS MIXTURE

Data Sheet No.: 10403
LABORATORY REPORT NUMBER
T:25419

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair Const. Co.
Submitted by: R.J. Van Cleave
Contract No.: 8042
Res. Engr.: W. Robertson
Sampled by: Ken Olson
Prefix No.: 18-1159
F.A. Proj. No.: ----
County: Klamath
Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 318+00, 11' left
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	5.6	6.1	93.9
#4	21.4	29.2	70.8
4	14.4	43.8	56.2
10	26.9	70.8	29.2
40	15.2	86.3	13.7
200	5.0	91.3	8.7
P200	2.0	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portland . . . . .

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

c:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form B-000 (6-71)

SAMPLE DATA and LABORATORY TEST REPORT for HOT-MIX/ASPHALTIC BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 1: 25120

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta 158+50, 20' right

REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐

T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1.7	1.8	98.2
3/8	9.0	11.5	88.5
1/4	21.7	35.0	65.0
4	9.9	45.6	54.4
10	28.1	75.9	24.1
40	13.2	90.0	10.0
200	4.5	95.0	5.0
P200	4.6	100	
A/C	7.3		

☑ OSHD Asphalt . . . . . 7.3 %

☐ T-27 (¼-10) P¼ . . . . . %

☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

☐ OSHD AGGREGATE BASE DENSITY CURVE

☐ OSHD FRACTURE %

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____

COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____

☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)

☐ OSHD SPECIFIC GRAVITY (Le Chatelier)

☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____

☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100

☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____

4- 8 ____ 8- 16 ____ 16-30 ____

30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____

☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____

RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____

☐ T-96 ABRASION GRADING . . ____ Percent Wear ____

☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____

☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____

☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____

☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____

ADDITIONAL TESTS: 1. Cement Content 0.37%

-28

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74

Date Reported: 5-12-75

Lab. Charges: $100.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: 10403
Laboratory Report Number: T-25421

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/24

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐ | FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 166+40, 6' right
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.4	3.7	96.3
1/4	32.3	38.6	61.4
4	15.3	55.2	11.8
10	22.0	79.0	21.6
40	11.1	91.0	7.6
200	3.7	95.0	5.0
P200	4.6	100	
A/C	7.6		

☑ OSHD Asphalt . . . . . 7.6 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Liquid Limit - 1,037a
-,42

c: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ File

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $105.00

HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA
and
LABORATORY TEST REPORT
for
BITUMINOUS MIXTURE

Data Sheet No.: 10403
LABORATORY REPORT NUMBER
1:25422

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores(With Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 177+75, 18' right
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.3	3.6	96.4
#4	29.5	35.5	64.5
#4	14.1	50.7	49.3
#10	25.7	78.5	21.5
#40	11.3	90.7	9.3
#200	3.7	94.4	5.6
P200	5.2	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . 7.5 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Cement Content - 1.05%
-.31

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE [redacted]

Data Sheet No: 10603
LABORATORY REPORT NUMBER
L-25123

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Source No.: A | Quantity Represented: | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: One Sack of Soil
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT:
REMARKS: Dry, Tan, Unconsolidated

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/4	0	0	100
4	1	1	99
8	3	4	96
16	1	5	95
30	2	7	93
50	2	9	91
100	2	11	89
200	6.3	17.3	82.7
P200	82.7	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . 82.7%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: T. Compact [illegible] 7.4%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 9.00

Engineer of Materials

c: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
2X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X☐ Geologist R. J. Van Cleave
X☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form 734-2659 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: B34126

1:25710

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte--The Dalles-Calif. Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.:

Contractor: Robert H. O'Hair & O'Hair Const. Co. | Res. Engr.: Robertson | County: Klamath

Submitted by: W. W. Robertson | Sampled by: Martin Anderson | Date Sampled: 10-30-74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
3		

AGGREGATE/MIX—SIZE, TYPE: Witco AR-4000 w/1 part per 5 million silicone

INTENDED USE: Class "E" A/C, Top

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Plant

REMARKS: 1% Cement in Mixture.

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	1.7	1.3	98.7
1/4	25.5	28.7	71.3
4	13.4	43.2	56.8
10	25.5	70.6	29.4
40	16.3	88.2	11.8
200	5.4	94.0	6.0
P200	5.6	100	
A/C	7.1		

☐ OSHD Asphalt . . . . . 7.1 %
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: Portland

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11-12-74
Date Reported 5-12-75
Lab. Charges $ 20.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 9773
Laboratory Report Number: K 2542

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.:
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W.W. Robertson | County: Klamath
Submitted by: W.W. Robertson | Sampled by: E.J. Dunn | Date Sampled: 2/12/75

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 3/8" - 0 Crushed Rock
INTENDED USE: Class "E" A/C
PIT, QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4
SAMPLED AT: Stockpile at source
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS ☑
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	1	1	99 ✓
3/8	6	7	93
1/4	27	34	66
4	16	50	46
10	25	77	23 ✓
40	15	92	8
200	7.0	96.0	4.0
P200	4.0	100	

☐ OSHD Asphalt . . . . . ____ %
☑ T-27 (¼-10) P¼ . . . . . 5.0 %
☑ T-11 P200 . . . . . 3.0 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☑ OSHD FRACTURE % 95+
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. 2.69 Bulk 2.59 Absorp. 3.05
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED ¼-0 Ht. 2.3 in. P20 7.4 % Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING C @ 100 4.20 Percent Wear 19.53
☑ T-89 LIQUID LIMIT . . . NP Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . NP Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☑
Percent 1½ Fines 2.0

Date Received 2/19/75
Date Reported 5-12-75
Lab. Charges $ 61.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X ☐ Files
X A. J. Van Cleave
X Robert H. O'Hair

HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE ~~ASSOCIATION~~ MIXTURE

Data Sheet No: 724
Lab. No. M 3259

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Highway: Crater Lake
Contractor: Robert O'Hair Co.
Contract No.: 8041
Submitted by: E.J. Dunn
Res. Engr.: E.J. Dunn
Prefix No.: 18-1158
F.A. Proj. No.: ---
County: Klamath
Sample No.: 15
Quantity Represented: 10,000 Tons
Sampled by: E.J. Dunn
Purpose of Sample: Record ☐ Check ☒ Qualifying ☐
Date Sampled: 3/6/75
AGGREGATE/MIX—USE TYPE: 1/2"-#4" Cr. Rk.
FIELD CONTROL TEST NUMBER:
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4
SAMPLED AT: Stockpiles
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☑
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	7	7	93
3/8	28	35	65
1/4	53	88	12
1	6	94	6
29	6	100	
200			1.1

☐ OSHD Asphalt ____ %
☐ T-27 (¼-10) P¼ ____ %
☑ T-11 P200 1.5 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☑ T-19 UNIT WT lb/ft³ LOOSE 80.8 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.67
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. 0.3 in. P20 13.7 % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING C @ 100 Percent Wear 20.03
☐ T-89 LIQUID LIMIT ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐
[illegible] Solution [illegible]
[illegible]

Date Received: 3/10/75
Date Reported: 5-12-75
Lab. Charges: $ 5480

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer E. J. Dunn - Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Herbert H. Dillistin

Engineer of Materials

HIGHWAY DIVISION
Materials and Research Section

LABORATORY TEST REPORT
for
AGGREGATE AND [illegible]

Data Sheet No: 24
Lab No. Fr 3260

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-1158
Highway: Crater Lake
Contract No.: 8041
F.A. Proj. No.: ---
Contractor: Robert O'Hair Co.
Res. Engr.: E.J. Dunn
County: Klamath
Submitted by: E.J. Dunn
Sampled by: E.J. Dunn
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

FIELD CONTROL TEST NUMBER:

GRADATION/MIX SIZE, TYPE: ¾"-0 Cr. Bk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS ☒
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	3	3	97
4	7	10	90
10	23	33	57
30	36	69	21
200	12.2	81.2	8.8
P200	7.8	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☒ T-11 P200 . . . . . 10.0 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 118 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.70
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Reference Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP Non-Plastic Field Prepared ____
☒ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications. n/a

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 27.00

Engineer of Materials

cc: ☐ FHWA
☒ ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ ☐ Region Engineer Williams
☒ ☐ Resident Engineer E. J. Dunn-Robertson
☐ District Engineer
☐ Geology and Soils
3☒ ☐ Files
R. J. Van Cleave
[illegible] Robert Hunter

HIGHWAY DIVISION
Materials and Research Section

LABORATORY TEST REPORT
for
AGGREGATE [illegible]

LABORATORY REPORT NUMBER
K 3261

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-1158
Highway: Crater Lake
Contract No.: 8641
F.A. Proj. No.: ---
Contractor: Robert O'Hair Co.
Res. Engr.: E.J. Dunn
County: Klamath
Submitted by: E.J. Dunn
Sampled by: E.J. Dunn
Date Sampled: 3/6/75

Sample No.: 15
Quantity Represented: 10,000 Tons
Purpose of Sample: Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 3/8"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	5	5	95
¼	24	29	71
4	14	43	57
10	57	70	30
40	18	88	12
200	7.2	95.2	4.8
P200	4.8	100	

☐ OSHD Asphalt ____%
☐ T-27 (¼-10) P¼ ____%
☒ T-11 P200 51%

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 95.0 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.68
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Reference Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP Non Pl Field Prepared ____
☒ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications. n/a

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges

Engineer of Materials

cc: ☐ FHWA
☒ ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ ☐ Region Engineer Williams
2☒ ☐ Resident Engineer Dunn-Robertson
☐ District Engineer
☐ Geology and Soils
3☒ ☐ Files R. J. Van Cleave
☒ Robert O'Hair

Form 21-731-0000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-4520
Data Sheet No. A9773
Prefix 18-1159
Laboratory charge $320

AASHTO - T-165

Project Odell Butte-The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by W. Robertson
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by E. J. Dunn

Date received Feb. 19, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures - T-165:
Gradation of specimens is that for Design #74-22680.

Asphalt content (%) Golden Bear AR4000	5.5	6.5	7.5
(%) Portland cement	0	0	0
Unconfined comp. strength (wet psi)	*	*	*
Index of retained strength (%)	0	0	0
Bulk specific gravity	2.14	2.17	2.19

* Samples slumped in water bath.

Asphalt content (%) Golden Bear AR4000	5.5	6.5	7.5
(%) Portland cement	1.0	1.0	1.0
Unconfined comp. strength (wet psi)	259	264	243
Index of retained strength (%)	85	100	100+
Bulk specific gravity	2.16	2.18	2.19

Asphalt content (%) Golden Bear AR4000	5.5	6.5	7.5
(%) Portland cement	2.0	2.0	2.0
Unconfined comp. strength (wet psi)	264	269	286
Index of retained strength (%)	100+	100+	100+
Bulk specific gravity	2.16	2.17	2.20

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer
- 2 X ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3 X ☐ Files
- X [redacted]. Van Cleave
- X Robert H. O'Hair

Williams
Robertson - Dunn

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 31-731-0000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
AASHTO T-165

Laboratory No. 75-4520
Data Sheet No. A 9773
Prefix 18-1159
Laboratory charge

Project Odell Butte - The Dalles-Calif. Hwy.
Highway
Contractor No. 8042
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures:

Gradation from Mix Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	0.4	-	0.4	-	0.4
Unconfined comp. strength (wet psi)	-	205	-	219	-	220
Index of retained strength (%)	-	79	-	86	-	98
Bulk specific gravity	-	2.17	-	2.18	-	2.21

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

SP-10000-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Laboratory No. 75-4521 - 27
Data Sheet No. A10420
Prefix 18-1159
Laboratory charge $140

Project Odell Butte-The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by R. J. Van Cleave
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by R. W. Olson

Date received Feb. 10, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-4521	75-4522	75-4523	75-4524	75-4525	75-4526	75-4527
Sample No.	1	2	3	4	5	6 *	7
Location (Mile Post)	85.0 WB	84.5 WB	84.0 WB	83.4 WB	80.1 WB	80.4 EB	82.0 EB
Thickness	1.3"	2.0"	1.9"	1.4"	2.1"	1.6"	1.6"
Bulk Sp. Gr. (In place)	1.76	1.94	1.93	1.88	1.89	1.90	1.95
" " "(Recompacted)	2.29	2.30	2.32	2.33	2.30	2.33	2.32
% Relative Compaction	76.9	84.3	83.2	80.7	82.2	81.5	84.1
(Rice) Real gravity	2.34	2.38	2.38	2.36	2.37	2.35	2.37
% Voids @ Recompaction	2.1	3.4	2.5	1.3	2.9	0.8	2.1

* No cement added to this portion of pavement.

REPORT TO:

- X F.H.W.A.
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Region Engineer Williams
- 2X Resident Engineer Robertson - Dunn
- District Engineer
- Materials, Portland
- X Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION

Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Investigation

Laboratory No. M 5167
Date Set No. 124
Prefix 18-1158
Amount Charge 160.—
Date Received 3/10/75
Date Reported May 12, 1975
Mix Type-Class Modified C AC

Project Fort Klamath - Laidlaw Jct.
Contractor: Prime Robert O'Hair Constr Contract No. 8041 Fed. Aid No. State
Paving O'Hair Constr.
Engineer: Region C. Williams Resident E. J. Dunn
Aggregate: Source #18-60-4 Type Quarry
Asphalt: Brand Witco (GoldenBear) Grade AC 10?

MIX DESIGN PROPORTIONS:

Agg. Size	% Spec. Mod'ble			Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by [illegible]	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.									
1									
3/4	100			100.0	100.0	100.0			
1/2	97			97.0	97.0	97.0			
3/8				90.6	90.6	90.6			
1/4	62			62.0	62.0	62.0			
4				42.3	42.3	42.3			
10	15			15.0	15.0	15.0			
40				6.3	6.6	6.6			
200 *	4		*	4.0	4.1	4.0			
P200			T-30	(P200)	4.6				
No. Ave.									
Asphalt Content Including		0.0	% Retention			8.0			

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.29			
Mix Design % Voids @ 100% Compaction	3.8			

MIX DESIGN TEST DATA: Temperature of Mixture [redacted] @ compaction 260°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Witco AC 4000	7.0	7.5	8.0	8.5	9.0
Asphalt Film Thickness	Suff.	Suff.-Th.	Thick	Thick	Very Th.
Stability Value @ 1st Compaction	29	33	32	30	29
Cohesion Value @ 1st Compaction	235	50+	314	274	230
Bulk Sp. Gravity @ 1st Compaction	2.18	2.19	2.20	2.21	2.22
Percent Voids @ 1st Compaction	9.9	5.0	7.6	6.4	5.1
Stability Value @ 2nd Compaction	31	38	36	35	27
Bulk Sp. Gravity @ 2nd Compaction	2.27	2.29	2.29	2.29	2.29
Percent Voids @ 2nd Compaction	6.2	5.0	3.8	3.0	2.1
Real Gravity @ 0% Voids Rice Method	2.42	2.40	2.38	2.36	2.34

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Witco AC 4000	7.0	8.0	9.0
Index of Ret. Str. (%)	100+	100+	100+

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad band grading limits (section 403.11).

* includes 1% Portland Cement.

FWHA
X Construction
Maintenance
X Regional Engineer
2X Regional Maint. Eng.
Resident Engineer
Soils & Geology
X Regional Geologist
3X Files

Williams
E. J. Dunn (Robertson)
R. J. Van Cleave
X Robert H. O'Hair

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Project: Polk Station - Dallas
Highway: Basket Slough-Dallas
Contractor: Constructed 1967 No.
Submitted by: W. Fretwell
Source of Material: Salem Road & Drive, Mill Cr. Pit
Sampled or inspected at: To be used: Class "E" A/C
Sampled or inspected by: P. Hackett Quantity represented:

Laboratory No.: 75-5540 - 43
Data Sheet No.: None
Prefix: 5801-700
Laboratory charge: $80.00
Date received: Apr. 7, 1975
Date reported: May 12, 1975

Lab No.	75-5540	75-5541	75-5542	75-5543
Sample No.	1	4	5	8
Location	Sta. 10+00 SB	Sta. 40+00 SB	Sta. 65+00 SB	Sta. 117+00 SB
Thickness	0.8"	0.7"	0.85"	0.9"
Bulk Sp. Gr. (In place)	2.14	2.23	2.20	2.18
" " "(Recompacted)	2.28	2.37	2.36	2.29
% Relative Compaction	93.8	94.1	93.2	95.2
(Rice) Real gravity	2.47	2.39	2.42	2.44
% Voids @ Recompaction	7.7	0.8	2.5	6.1

REPORT TO:

- [ ] F.H.W.A.
- [ ] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [ ] Resident Engineer
- [ ] District Engineer
- [ ] Materials, Portland
- [X] Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5544 - 48
Data Sheet No. None
Prefix 5801-700
Laboratory charge $100

Class "E" A/C Cores
Project Hess Cr.-Chehalem Cr. (Newberg)
Highway Pacific West
Contractor Pacific S. & G. No.
Submitted by W. Fretwell
Source of Material Pacific Sand & Gravel, Windsor Island Rd.
Sampled or inspected at To be used Class "E" A/C
Sampled or inspected by P. Hockett Quantity represented

Date received Apr. 7, 1975
Date reported May 12, 1975

Lab No.	75-5544	75-5545	75-5546	75-5547	75-5548
Sample No.	1	4	5	7	10
Location (Station)	42 - WB	38+90 WB	29 - WB	24+70 WB	19+50 WB
Thickness	0.9"	0.8"	0.8"	1.05"	1.1"
Bulk Sp. Gr. (In place)	2.05	2.12	2.11	2.25	2.23
" " "(Recompacted)	2.29	2.35	2.37	2.36	2.36
% Relative Compaction	89.5	90.2	89.0	95.3	94.5
(Rice) Real gravity	2.42	2.40	2.37	2.41	2.43
% Voids @ Recompaction	5.4	2.1	0.0	2.1	2.9

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3 X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS [illegible] LABORATORY RECORD

Laboratory No. 75-5753 - 57
Data Sheet No. None
Prefix 5801-700
Laboratory charge $100

CLASS "E" A/C CORES

Project Rice Hill - N. Oakland Int.
Highway Pacific I-5
Contractor J. C. Compton No.
Submitted by E. Parker
Source of Material Cody Long Quarry
Sampled or inspected at
Sampled or inspected by R. Pope

Date received Apr. 8, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5753	75-5754	75-5755	75-5756	75-5757
Sample No.	141	142	143	145	147
Location (Mile Post)	141 NB	142.2 NB	143 SB	145 NB	147 SB
Thickness	1.0"	1.0"	1.1"	1.15"	1.3"
Bulk Sp. Gr. (In place)	2.23	2.18	2.22	2.22	2.19
" " "(Recompacted)	2.51	2.49	2.47	2.51	2.47
% Relative Compaction	88.8	87.6	89.9	88.4	88.7
(Rice) Real gravity	2.62	2.60	2.61	2.61	2.60
% Voids @ Recompaction	4.2	4.2	5.4	3.8	5.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

[signature]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY REPORT

Laboratory No. 75-5804 - 09
Data Sheet No. None
Prefix 18-1159
Laboratory charge $228.00

Class "E" A/C Cores
Project Odell Butte - The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Date received Apr. 22, 1975
Submitted by R. J. Van Cleave
Date reported May 12, 1975
Source of Material #18-60-4
Sampled or inspected at
To be used Class "E" A/C
Sampled or inspected by R. W. Olson
Quantity represented

Lab No.	75-5804	75-5805	75-5806	75-5807	75-5808	75-5809
Sample No.	16	18	12	9	21	24
Location (Mile Post)	81.6 WB Shoulder	81.6 WB 9'	80.07 EB Shoulder	80.07 EB 9'	79.0 EB Shoulder	79.0 EB 8'
Thickness	1.3"	1.1"	1.5"	1.2"	1.1"	1.0"
Bulk Sp. Gr. (In place)	1.95	1.94	1.98	1.96	2.00	2.03
" " "(Recompacted)	2.30	2.27	2.31	2.29	2.31	2.32
% Relative Compaction	84.8	85.5	85.7	85.6	86.6	87.5
(Rice) Real gravity	*					
% Voids @ Recompaction						

* Samples given to Roger Olson.

REPORT TO:

- F.H.W.A.
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Region Engineer — Williams
- 2 X Resident Engineer — Robertson - Dunn
- District Engineer
- Materials, Portland
- 3X Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Class "E" A/C Cores

Project Odell Butte-The Dalles-Calif. Hwy.
Highway
Contractor No. 8042
Submitted by
Source of Material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Laboratory No. 75-5810 - 15
Data Sheet No. None
Prefix 18-1159
Laboratory charge
Date received
Date reported

Lab No.	75-5810	75-5811	75-5812	75-5813	75-5814	75-5815
Sample No.	1	4	6	8	15	13
Location (Mile Post)	83.9 EB Shoulder	83.9 EB 9'	84.6 WB Shoulder	84.6 WB 10'	82.1 EB Shoulder	82.1 EB 9'
Thickness	1.3"	1.1"	1.2"	0.9"	1.3"	1.1"
Bulk Sp. Gr. (In place)	1.88	1.96	1.95	2.01	1.98	2.00
" " "(Recompacted)	2.25	2.24	2.29	2.25	2.30	2.27
% Relative Compaction	83.6	87.5	85.2	89.3	86.1	88.1
(Rice) Real gravity	2.37	2.35	2.35	2.35	2.39	*
% Voids @ Recompaction	5.1	4.7	2.6	4.3	3.8	

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

8041

(1)

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

Portland, Oregon 97207
September 27, 1974

RECEIVED
HWY ENGR
OCT 1'74
REFER TO

State of Oregon
Transportation Dept.
Highway Bldg
Salem, Oregon 97303

O'Hair Construction Co.
P.O. Box 253
Mount Shasta, California 96067

Job# 8041

As we are delivering petroleum products to be used in this work, we would appreciate your furnishing us with the following information:

Is the above the correct name under which the contract was let? Yes

If not, please show correct name Forest Creek - Lobert Jct.

Official job number 8041. Description and location of work

Paving on the Crater Lake Highway in Klamath County.

Amount of contract $ 551,695.00. Date of contract July 23 1974

Name and address of bondsmen furnishing materialmen's bond

U.S. Fidelity & Guaranty Company

Amount of payment bond $_____ Amount of performance bond $_____

Time limit to the contractor or estimate of when job will be completed

235 Calendar Workdays - June 1975

At what intervals are estimates to be paid the contractor? Monthly

What percentage of funds earned is withheld? 5%

Under what law or authority was contract let?

Name of official at head of political sub-division awarding the contract

Mr. Ed Kelly, Klamath Falls

NOTED
H.S. COULTER

RECEIVED
OCT 4 1974

Very truly yours,

L. L. Allerson

Regional Credit Office

BND LRW CON 1 9-3-74 1.37 PM

BOB SANDMANN
INFO CC TO H S COULTER, E S HUNTER

THE SFO FOR GUIDEPOSTS AND SIGNING ON FT. KLAMATH-LOBERT JCT., CONTRACT 3041, IS BEING RETURNED. WE WILL APPROVE REVISED SFO FOR SALVAGE AND REPLACING SIGNING AND FOR SALVAGE AND REPLACING EXISTING SERVICEABLE GUIDEPOSTS. NEW GUIDEPOSTS ARE NOT TO BEX FINANCED UNDER THIS CONTRACT.

NOTED
E. S. HUNTER

C T KEASEY

FRED.34.

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

June 24, 1974

TO Oregon Transportation Commission

FROM P. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT 1975 Pavement Overlay Projects

Surveys have been completed on the following state construction overlay projects which we propose for letting in July 1974. These projects are necessary to upgrade deteriorated surfaces and improve the level of service on these highways.

Hwy.	Section	Lgth.	Work	Amount
John Day	Shutler Sta.-Olex	4.0	Asph.Conc. O'lay	$ 267,500
John Day	Willow Cr.-Vale	10.2	Asph.Conc. O'lay	699,200
Willamette	Odell Butte - The Dalles-Calif. Hwy.	10.9	Plant Mix Seal	419,400
Crater Lake	Ft. Klamath-Lobart Jct.	14.0	Plant Mix Seal	635,800
Cascade Sisky	Oregon City-Carus Sec.	4.7	Asph.Conc. O'lay	230,100
				$2,250,000

I recommend these projects for letting and request your authority to include them in our current state construction program.

This matter will be on the agenda for your consideration at the June meeting.

BLG:dg

bc Cedil Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Skoog
L. W. Rulien
J. H. Versteeg
V. D. Wolfe
Gary Sund
R. E. Whipps
B. L. Gifford
E. L. Earl
C. O. Fredrickson
A. Shirley
C. H. Williams
W. E. Schwartz

8042 Odell Butte-The Dalles-Calif. 1974
Hwy. Sec. of Willamette Hwy.
(10.9 mi. pavement overlay)

R

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 12, 1975

FILE: S.C. 8042

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Class "E" Asphalt Concrete, Odell Butte-The Dalles-Calif. Hwy., Contract No. 8042.

TO: Carl M. Williams
Regional Engineer

NOTED
E. S. HUNTER

Considerable testing of the Class "E" asphalt concrete overlay on the Odell Butte-The Dalles-Calif. Hwy. Section of the Willamette Highway has been completed. The recent testing of the pavement constructed in late October 1974 resulted from reports of surface raveling and loss of pavement from the digging action of tire chains. Some pavement damage was also reported during snow and ice removal. Enclosed are test reports #74-25417-24, #74-25740, #75-2542, #75-3259-61, #75-4520-27, #75-5467, #75-5540-48, #75-5753-58 and #75-5804-15.

Prior to the sampling and testing of the pavement, an inspection of the surfacing was made by G. Hosner, R. Sandmann, R. Van Cleave, W. Robertson, J. Walker, G. Boyle and J. Wilson. On February 24, 1975, we observed a minor amount of surface aggregate loss, three small areas of surface serrations, a ¼ inch groove three miles in length from snow or ice removal equipment and 10 to 12 holes through the one inch overlay from tire chain "dig out". The holes from spinning chained tires were ¼ - ½ square foot in area and were found on the westerly end of the project in a three lane section, one-half mile in length, with a 5 to 6 percent grade. Also found in the same area were two sets of grooves approximately ¼ inch deep, the width of dual tires and 30 feet in length. These grooves were apparently from spinning chained tires on a truck moving up the hill with a positraction differential engaged.

On April 10, 1975, a second inspection of the overlay was made following a conversation with Bob Pool about considerable loose paving aggregate being found on the section of pavement. During the inspection several wheel track depression measurements were made with a six foot straight edge devise. The depth of depressions ranged from 1/16 to 1/8 inch with a maximum depth of 3/8 inch found at westbound M.P. 81.7. As a comparison, we measured depressions in several areas on the Halsey Int.-Lane County Line Section of I-5 and found a consistent ¼ inch depth for the nearly two year old pavement. Although we found that no further pavement damage had occurred on the west end of the project from snow removal equipment or digging chained tires, we feel that the rate of surface erosion as observed and indicated by the wheel track depression measurements is more than expected.

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It was first thought that the surface aggregate loss and tendency towards tire chain damage might be the result of inadequate mix asphalt-aggregate adhesion or an asphalt stripping problem. This mix deficiency was indicated by our construction mix design testing and was corrected by the addition of portland cement in the "C" mix leveling course and the specified addition to the "E" mix. In order to be certain that the one percent portland cement, which was added at the paving plant hot stone elevator was actually contained in the pavement and not lost in the dust collection system, pavement cores and collector residue samples were obtained and tested for percent portland cement. Test reports #74-25417-24 and #74-25740 show that the cement content of the mix ranges from 0.37 to 1.05 percent for the 1.0 percent addition and 0.0 percent for the 1900 foot experimental section @ M.P. 80.1 to 80.5 eastbound without portland cement. The tests made on the two samples of collector residue show 3.8 and 4.4 percent portland cement which accounts for the areas with low cement content. Although the amount of portland cement contained in some areas of the pavement is less than the specified one percent, test report #75-4520 indicates that a satisfactory level of strength is obtained at the minimum 0.37 percent cement to provide sufficient asphalt-aggregate adhesion.

Another possible explanation for the loss of pavement surface material is the high abrasion loss of the aggregate indicated by two source qualification test samples. In order to check the extent of the aggregate deficiency, produced aggregate sample test results were reviewed and additional samples tested to determine quality of the material. Produced aggregate test results all indicate an abrasion loss well within the specified 30 percent maximum. Also, test results for samples #75-2542 and #75-3259-61 show 19.53% and 20.03% loss with degradation, liquid limit and plasticity index values indicating a durable material. It appears that aggregate quality is not a factor.

Since insufficient compaction of a pavement will result in inadequate stability and cohesion, cores were obtained and tested for percent compaction and void content. The test results indicate that the void content of the mix at 100 percent compaction is near the design of 3.8 percent and the average percent compaction is 84.6 percent. Since we do not specify a minimum percent relative compaction for class "E" open graded friction coarse and do not have test results for a comparison, we obtained cores from two friction coarse pavements constructed in 1974 and one from 1967. Average percent relative compaction values are 91.7% for the Hess Creek-Chahalem Creek (Newberg) project, 88.7% for the Rice Hill-N. Oakland Jct. project and 94.1% for the 1967 Polk Station-Dallas project. It appears that the low percent compaction and resulting high void content of the pavement is the major reason for the surface erosion and damage of the pavement. Factors which resulted in this condition are mix temperature at laydown below the specified 60° F minimum, existing pavement temperatures at laydown below the required 60° F minimum, insufficient rolling to consolidate the one inch overlay and incufficient consolidation of the overlay from not using the paving machine screed vibrators.

Another factor which contributed to the problem is the slow set nature of the Golden Bear brand asphalt used in the paving. The slow set asphalt along with the late in the year paving without a period of warm weather to set or cure the mix resulted in a pavement more subject to damage.

The following are several construction and materials specification recommendations which we feel should be applied for open graded Class "E" or Modified "C" mixtures.

1. Paving machine screed vibrators should be used to obtain sufficient consolidation of surface aggregates and reduce the potential for ravelling or surface erosion. It should be remembered that our one inch and one and one-half inch pavement thickness must have surface consolidation and is not like the one-half inch, one rock deep, pavement being used by others for friction coarse surfacing.

2. The use of a pick up machine should not be allowed particularly when pavement or air temperature is near or below the specified 60° F minimum. Mix temperature drop is excessive during windrowing and pick up to retain sufficient temperature for proper consolidation.

3. It is recommended that a 90% minimum percent relative compaction be specified for all future paving with Class "E" or modified Class "C" mix.

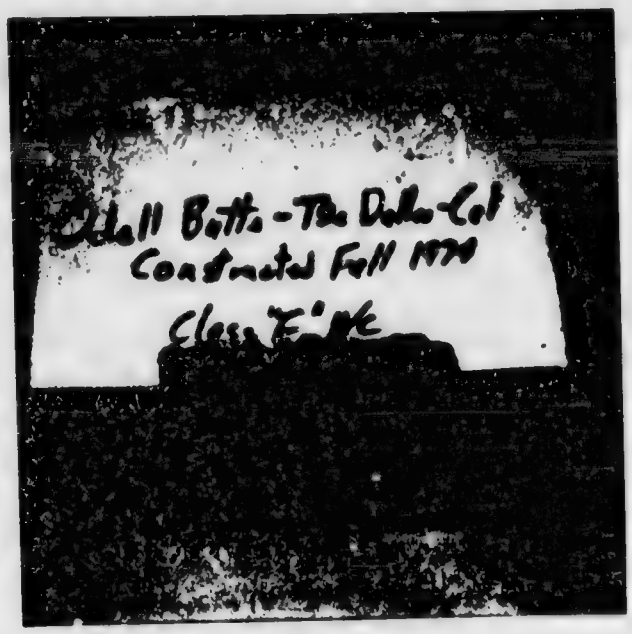
4. We recommend that the ½"-0 Modified Class "C" mix be used rather than the 3/8"-0 Class "E" for pavements constructed in snow zone areas. The larger aggregate size will provide more surface area for better surface aggregate bond and reduce the potential of surface ravelling and tire chain damage. Enclosed is the Modified Class "C" mix design report #75-5467 for paving on the Fort Klamath-Lobert Jct. project.

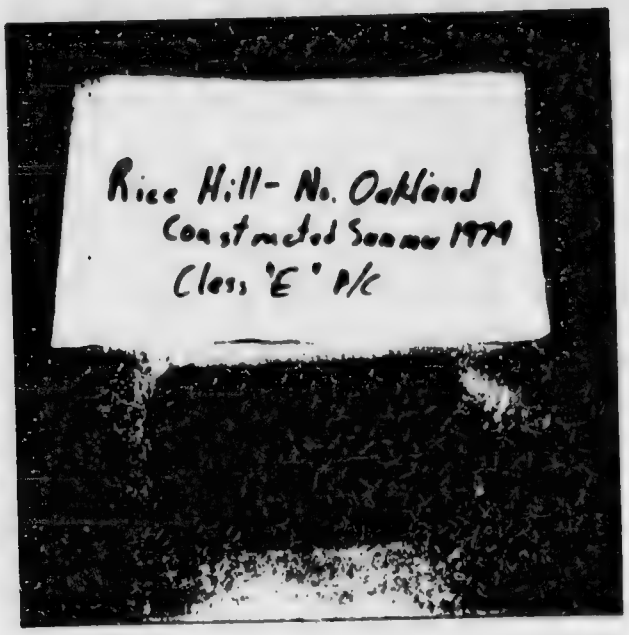
It is our opinion that during the coming summer the kneading action of traffic with warm weather will consolidate the surface of the Willamette Highway pavement to eliminate further damage from tire chains and reduce the rate of surface erosion. However, we recommend that a 0.1 to 0.2 gallon per square yard application of an emulsified asphalt or AR1000 paving grade asphalt be applied to further reduce the loss of surface aggregate and seal the pavement to reduce the rate of asphalt aging.

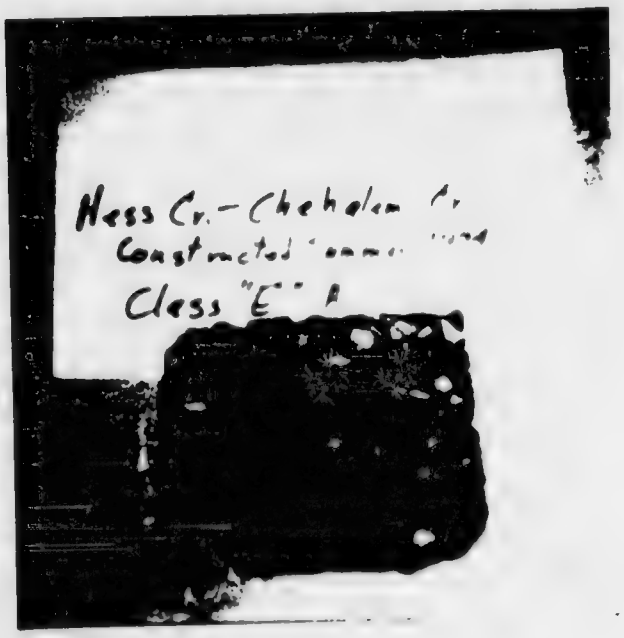
cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Verstaeg
E. J. Dunn
W. Robertson
R. Van Cleave

C. s "E" Asphalt Concrete Paver t
Average Percent Relative Compaction

Odell Butte - The Dalles-Calif. Hwy. Section	-	84.6%
Rice Hill-N. Oakland Section	-	88.7%
Hess Cr.-Chehalem Cr. Section (Newberg)	-	91.7%
Polk Station-Dalles Section (1967)	-	94.1%







Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form 734-2443 (6-69)

SAMPLE DATA and LABORATORY TEST REPORT for [illegible] BITUMINOUS MIXTURE

Data Sheet No.: 10403
LABORATORY REPORT NUMBER
25417

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 310+00, 9' left
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
¾	5.6	6.0	94.0
½	28.6	36.8	63.2
4	14.4	52.3	47.7
10	25.5	79.7	20.3
40	11.8	92.4	7.6
200	3.8	96.5	3.5
P200	3.5	100	
A/C	7.0		

☐ OSHD Asphalt . . . . . 7.0 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIVE TESTS:
-.35 [illegible] = 0.0 %

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ File
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $100.00

[illegible]
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 1-25418

form D-001 (6-72)

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Contract No.: 8042 | Prefix No.: 18-1159
Highway: Willamette | Res. Engr.: W. Robertson | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Sampled by: Ken Olson | County: Klamath
Submitted by: R.J. Van Cleave | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX SIZE TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 315+00, 9' left
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1"	0	0	100
½	0	6.5	93.5
⅜	6.0	36.2	63.8
¼	27.5	54.8	15.2
4	17.2	82.8	17.2
10	26.1	93.8	6.2
40	10.1	97.1	2.9
200	3.0	100	
P200	2.7		
A/C	7.4		

☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portion passing #200 = 0.070

☑ OSHD Asphalt ____ %
☐ T-27 (¼-10) P¼ ____ %
☐ T-11 P200 ____ %

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charge: $ 100.00

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 1-25418

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Contract No.: 8042 | Prefix No.: 18-1159

Highway: Willamette | Res. Engr.: W. Robertson | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Sampled by: Ken Olson | County: Klamath

Submitted by: R. J. Van Cleave | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

CORE/CUT/BIN SIZE, TYPE: 6" A/C Cores (Without Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 315+00, 9'left

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

☐ OSHD AGGREGATE BASE DENSITY CURVE

☐ OSHD FRACTURE %

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____

COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____

☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)

☐ OSHD SPECIFIC GRAVITY (Le Chatelier)

☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____

☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100

☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____

4-8 ____ 8-16 ____ 16-30 ____

30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____

☐ OSHD DEGRAD RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____

☐ T-96 ABRASION GRADING . . . ____ Percent Wear ____

☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____

☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____

☐ OSHD SAND EQUIVALENT . . . ____ Field Prepared ____

☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____

ADDITIONAL TESTS:

Portion passing #200 0.070

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74

Date Reported: 5-12-75

Lab. Charges: $100.00

Engineer of Materials

T-27 SIEVE ANALYSIS ☐

T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100.0
⅜	6.0	6.5	93.5
#4	27.5	36.2	63.8
#8	17.2	54.8	45.2
#10	26.1	82.8	17.2
#40	10.1	93.8	6.2
#200	3.0	97.1	2.9
P200	2.7	100	
A/C	7.4		

☑ OSHD Asphalt . . . . . 7.4 %

☐ T-27 (¼-10) P¼ . . . . . ____%

☐ T-11 P200 . . . . . ____%

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: 10403
Laboratory Report Number: 25419

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 1R-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R. J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 318+00, 11' left
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L.	%
P.I.	%
(¼-10) P¼	%
Fracture	%
S.E.	
F.F.	
Asphalt	%

SIEVE ANALYSIS		
Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	5.6	6.1	93.9
1/4	21.4	29.2	70.8
4	14.4	43.8	56.2
10	26.9	70.8	29.2
40	15.2	90.3	9.7
200	5.0	95.7	4.3
P200	2.0	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE _____ COMPACT _____
COMB: _____% THIS SAMPLE _____% LAB. No. _____ = _____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. _____ Bulk _____ Absorp. _____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ _____ ¾- ⅜ _____ ⅜-4 _____ C.A. _____
4- 8 _____ 8- 16 _____ 16-30 _____
30-50 _____ 50-100 _____ Ledge Rock _____ F.A. _____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . _____ Percent Wear _____
☐ T-89 LIQUID LIMIT . . . . . _____ Field Prepared _____
☐ T-90 PLASTICITY INDEX . . . _____ Field Prepared _____
☐ OSHD SAND EQUIVALENT . . _____ Field Prepared _____
☐ T-182 ASPH. STRIP BRAND _____ Grade _____ Coated _____
ADDITIONAL TESTS:
Permeability

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form D-633 (6-73)

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 1:25420

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Mason | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

CORRELATION/SPEC. SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta 158+50, 20' right

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐

T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1.7	1.8	98.2
3/8	9.0	11.5	88.5
1/4	21.7	35.0	65.0
4	9.9	45.6	54.4
10	28.1	75.9	24.1
40	13.2	90.0	10.0
200	4.5	95.0	5.0
P200	4.6	100	
A/C	7.3		

☑ OSHD Asphalt . . . . . 7.3 %

☐ T-27 (¼-10) P¼ . . . . . ____%

☐ T-11 P200 . . . . . ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

☐ OSHD AGGREGATE BASE DENSITY CURVE

☐ OSHD FRACTURE %

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____

COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____

☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)

☐ OSHD SPECIFIC GRAVITY (Le Chatelier)

☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____

☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100

☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____

4- 8 ____ 8- 16 ____ 16-30 ____

30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____

☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____

RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____

☐ T-96 ABRASION GRADING . . ____ Percent Wear ____

☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____

☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____

☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____

☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____

ADDITIONAL TESTS: P. Cement Content - 0.372

-28

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74

Date Reported 5-12-75

Lab. Charges $100.00

Engineer of Materials

cc:
- ☐ FHWA
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Williams
- X ☐ Resident Engineer Robertson - Dunn
- ☐ District Engineer
- X ☐ Geologist R. J. Van Cleave
- 3X ☐ Files
- X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for [redacted] BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 1:25421

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 166+40, 6' right

REMARKS:

L.L. ____ %
P.I. ____ %
(⅛-10) P⅛ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐

T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.4	3.7	96.3
1/4	32.3	38.6	61.4
4	15.3	55.2	44.8
10	22.0	79.0	21.0
40	11.1	91.0	9.0
200	3.7	95.0	5.0
P200	4.6	100	
A/C	7.6		

☑ OSHD Asphalt . . . . . 7.6 %

☐ T-27 (⅛-10) P⅛ . . . . . ____ %

☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

☐ OSHD AGGREGATE BASE DENSITY CURVE

☐ OSHD FRACTURE %

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____

COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____

☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)

☐ OSHD SPECIFIC GRAVITY (Le Chatelier)

☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____

☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100

☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____

4- 8 ____ 8- 16 ____ 16-30 ____

30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____

☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____

RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____

☐ T-96 ABRASION GRADING . . ____ Percent Wear ____

☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____

☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____

☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____

☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____

ADDITIONAL TESTS: P. Cement Content - 1.03a
-.42

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ File

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charge: $10.00

[redacted]

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 1-254122

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

SAMPLE NO. | QUANTITY REPRESENTED | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/BIT. SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 177+75, 18' right

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.3	3.6	96.4
1/4	29.5	33.5	64.5
4	14.1	50.7	49.3
10	25.7	78.5	21.5
40	11.3	90.7	9.3
200	3.4	94.4	5.6
P200	5.2	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . 7.5 %
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Correct Factor - 1.057
-.31

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form 5-800 (6-70)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 1:25423

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair Const. Co.
Submitted by: R.J. Van Cleave
Contract No.: 8042
Res. Engr.: W. Robertson
Sampled by: Ken Olson
Prefix No.: 18-1159
F.A. Proj. No.:
County: Klamath
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
A		

AGGREGATE/MIX—SIZE, TYPE: One Sack of Soil
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT:
REMARKS: Dry, Tan, Unconsolidated

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
¼	0	0	100
4	1	1	99
8	3	4	96
16	1	5	95
30	2	7	93
50	2	9	91
100	2	11	89
200	6.3	17.3	82.7
P200	82.7	100	

☐ OSHD Asphalt ____%
☐ T-27 (¼-10) P¼ ____%
☐ T-11 P200 82.7%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Content [illegible] 1.9%

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3 X ☐ File
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges 1 9K 22

Engineer of Records

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form 2-320 10-70

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE [illegible]

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 125424

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: [illegible]
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W. Robertson
County: Klamath
Submitted by: R.J. Van Cleave
Sampled by: Ken Olson
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample:
B		Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX SIZE, TYPE: One Sack of Soil

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT:

REMARKS: Brown, Wet, Hard.

FIELD CONTROL TEST NUMBER:

L.L. _____%
P.I. _____%
(¼-10) P¼ _____%
Fracture _____%
S.E. _____
F.F. _____
Asphalt _____%

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	1	1	[illegible]
4	2	3	95
8	2	5	16
16	3	7	[illegible]
30	2	9	91
50	2	11	89
100	3	14	86
200	9.7	23.7	76.3
P200	76.3	100	

☐ OSHD Asphalt . . . . . _____%
☐ T-27 (¼-10) P¼ . . . . . _____%
☐ T-11 P200 . . . . . 76.3%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE _____ COMPACT _____
COMB: _____% THIS SAMPLE _____% LAB. No. _____ = _____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. _____ Bulk _____ Absorp. _____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ _____ ¾- ⅜ _____ ⅜-4 _____ C.A. _____
4- 8 _____ 8- 16 _____ 16-30 _____
30-50 _____ 50-100 _____ Ledge Rock _____ F.A. _____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . _____ Percent Wear _____
☐ T-89 LIQUID LIMIT . . . . . _____ Field Prepared _____
☐ T-90 PLASTICITY INDEX . . . _____ Field Prepared _____
☐ OSHD SAND EQUIVALENT . . _____ Field Prepared _____
☐ T-182 ASPH. STRIP BRAND _____ Grade _____ Coated _____
ADDITIONAL TESTS: P. Cement Content 38%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 9.00

[signature]
Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geology and Soils
3X ☐ Files
X R.J. Van Cleave
w/a Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form S-400 (4-70)

SAMPLE DATA and LABORATORY TEST REPORT for BITUMINOUS MIXTURE

Data Sheet No.: B34186
LABORATORY REPORT NUMBER: 11-25740

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte--The Dalles-Calif. Hwy.			Prefix No.: 18-1159
Highway: Willamette	Contract No.: 8042		F.A. Proj. No.:
Contractor: Robert H. O'Hair & O'Hair Const. Co.	Res. Engr.: Robertson		County: Klamath
Submitted by: W. W. Robertson	Sampled by: Martin Anderson		Date Sampled: 10-30-74

Sample No.: 3
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: Witco AR-4000 w/1 part per 5 million silicone
INTENDED USE: Class "E" A/C, Top
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Plant
REMARKS: 1% Cement in Mixture

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	1.7	1.3	98.7
1/4	25.5	28.7	71.3
4	13.4	43.2	56.8
10	25.5	70.6	29.4
40	16.3	88.2	11.8
200	5.4	94.0	6.0
P200	5.6	100	
A/C	7.1		

☐ OSHD Asphalt . . . . . 7.1 %
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portland 1.51

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11-12-74
Date Reported: 5-12-75
Lab. Charges: $ 20.00

Engineer of Materials

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 9773
LABORATORY REPORT NUMBER
T 2542

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Contract No.: 8042 | Prefix No.: 18-1159
Highway: Willamette | Res. Engr.: W.W. Robertson | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Sampled by: E.J. Dunn | County: Klamath
Submitted by: W.W. Robertson | Purpose of Sample: Record ☐ Check ☒ Qualifying ☐ | Date Sampled: 2/12/75
Sample No. | Quantity Represented | FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX SIZE, TYPE: 3/8" - 0 Crushed Rock
INTENDED USE: Class "E" A/C
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4
SAMPLED AT: Stockpile at source
REMARKS:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS ☒
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1	1	97 ✓
3/8	6	7	93
1/4	27	34	66
4	18	52	48
10	25	77	23 ✓
40	15	92	8
200	7.0	99.0	1.0
P200	1.0	100	

☐ OSHD Asphalt ____%
☒ T-27 (¼-10) P¼ 5.1 %
☒ T-11 P200 1.0 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☒ OSHD FRACTURE % 95+
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☒ T-85 Sp. Gravity, Appar. 2.69 Bulk 2.59 Absorp. 3.05
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☒ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 174.0 Ht. 0.3 in. P20 7.4 % Referee Ht. ____ in. P20 ____
☒ T-96 ABRASION GRADING C @ 100 4.20 Percent Wear 18.53
☒ T-89 LIQUID LIMIT NP Field Prepared ____
☒ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample ☐ Does ☒ Does not comply with specifications.
Remark: 1½ Fract. 100/0

Date Received 2/19/75
Date Reported 5-12-75
Lab. Charge 64.50

Engineer of Materials

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
☒ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3☒ Files R. J. Van Cleave

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 724
LABORATORY REPORT NUMBER
№ 3259

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires seperate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-1158
Highway: Crater Lake
Contract No.: 8041
F.A. Proj. No.: ---
Contractor: Robert O'Hair Co.
Res. Engr.: E.J. Dunn
County: Klamath
Submitted by: E.J. Dunn
Sampled by: E.J. Dunn
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX SIZE, TYPE: 3/4"-1/4" Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS ☒
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	7	7	93
3/8	28	35	65
1/4	53	88	12
4	6	94	6
Pan	6	100	
200			1.1

☐ OSHD Asphalt ____%
☐ T-27 (¼-10) P¼ ____%
☒ T-11 P200 1.5 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 80.8 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.67
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☒ OSHD DEGRAD Ht. 0.3 in. P20 13.7 % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☒ T-96 ABRASION GRADING C ① 100 4.76 Percent Wear 20.03
☐ T-89 LIQUID LIMIT ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐ N/O

Date Received 3/10/75
Date Reported 5-12-75
Lab. Engr. [illegible]

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer E. J. Dunn - Robertson
☐ District Engineer
☐ Geology and Soils

...legon State
...HWAY DIVISION
...erials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE [illegible]

Data Sheet No.: 72h
[illegible] REPORT NUMBER
M 3260

SAMPLE DATA

REGATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Contract No.: 8041
Res. Engr.: E.J. Dunn
Prefix No.: 18-1158
F.A. Proj. No.: ---
County: Klamath
Date Sampled: 3/6/75

Highway: Crater Lake
Contractor: Robert C'Hair Co.
Sampled by: E.J. Dunn
Submitted by: E.J. Dunn
Purpose of Sample: Record ☐ Check ☒ Qualifying ☐
Sample No.: 15
Quantity Represented: 10,000 Tons
CONSTRUCTION USE: TYPE: 1½"-0 Cr. Bk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 92.8 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.70
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP Non, Jct NP Field Prepared ____
☒ T-90 PLASTICITY INDEX ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 32.00

[illegible]
Engineer of Materials

T-27 SIEVE ANALYSIS ☒
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
	0	0	100
3/8	3	3	97
¼	7	10	90
4	23	33	57
10	36	69	31
40	22	91.2	8.8
200	7.8	100	
P200			

☐ OSHD Asphalt ____%
☐ T-27 (¼-10) P¼ 10.0 %
☒ T-11 P200 ____%

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
2X☐ Resident Engineer E. J. Dunn -Robertson
☐ District Engineer
☐ Geology and Soils
3X☐ Files [illegible] Van Cleave

Oregon State
HIGHWAY DIVISION
Materials and Research Section

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 72b

Lab. Report No.: Tr 3261

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-115A
Contract No.: 8041
F.A. Proj. No.: ----
Highway: Crater Lake
Res. Engr.: E.J. Dunn
County: Klamath
Contractor: Robert O'Hair Co.
Sampled by: E.J. Dunn
Date Sampled: 3/6/75
Submitted by: E.J. Dunn
FIELD CONTROL TEST NUMBER:

Sample No.: 15
Quantity Represented: 10,000 Tons
Purpose of Sample: Record ☐ Check ☒ Qualifying ☐
AGGREGATE MIX SIZE, TYPE: 3/8"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	5	5	95
#4	24	29	71
#8	14	43	57
#10	57	70	30
#40	18	88	12
#200	7.2	95.2	4.8
P#200	4.8	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☑ T-11 P200 . . . . . 5.1 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☑ T-19 UNIT WT lb/ft³ LOOSE 95.0 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.68
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . . . . Percent Wear ____
☑ T-89 LIQUID LIMIT . . . NP. Non Plast Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . . . NP Field Prepared ____
☐ OSHD SAND EQUIVALENT . . . . . Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications. n/a

Date Received: 3/10/75
Date Reported: 5-12-75
Lab. Charges: $ 27.44

Engineer of Materials

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer Dunn-Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form D-359 10-70

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE [illegible]

Data Sheet No.: 72
LABORATORY REPORT NUMBER
M 3261

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires seperate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-1158
Highway: Crater Lake
Contract No.: 8041
F.A. Proj. No.: ---
Contractor: Robert O'Hair Co.
Res. Engr.: E.J. Dunn
County: Klamath
Submitted by: E.J. Dunn
Sampled by: E.J. Dunn
Date Sampled: 3/6/75

Sample No.: 15
Quantity Represented: 10,000 Tons
Purpose of Sample: Record ☐ Check ☒ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX SIZE, TYPE: 3/8"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☑
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	5	5	95
#4	24	29	71
#8	14	43	57
#10	57	70	30
#40	18	88	12
#200	7.2	95.2	4.8
P#200	4.8	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☑ T-11 P200 . . . . . 5.1 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☑ T-19 UNIT WT lb/ft³ LOOSE 95.0 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.68
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☑ T-89 LIQUID LIMIT NP. Non Plast Field Prepared ____
☑ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications. n/a

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ [illegible]

[illegible]
Engineer of Materials

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer Dunn-Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert O'Hair

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-4320
Date Sheet No. A9773
Profit 18-1139
Laboratory charge $320

AASHTO - T-165

Project Odell Butte-The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by W. Robertson
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by E. J. Dunn

Date received Feb. 19, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures - T-165:
Gradation of specimens is that for Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	0	-	0	-	0
Unconfined comp. strength (wet psi)	-	*	-	*	-	*
Index of retained strength (%)	-	0	-	0	-	0
Bulk specific gravity	-	2.14	-	2.17	-	2.19

* Samples slumped in water bath.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	1.0	-	1.0	-	1.0
Unconfined comp. strength (wet psi)	-	259	-	264	-	243
Index of retained strength (%)	-	85	-	100	-	100+
Bulk specific gravity	-	2.16	-	2.18	-	2.19

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	2.0	-	2.0	-	2.0
Unconfined comp. strength (wet psi)	-	264	-	269	-	286
Index of retained strength (%)	-	100+	-	100+	-	100+
Bulk specific gravity	-	2.16	-	2.17	-	2.20

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — Williams
- 2 X ☐ Resident Engineer — Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- 3 X ☐ Files
- X ☐ E. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 11-69-000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
AASHTO T-165

Laboratory No. 73-4520
Date Sheet No. A 9773
Prefix 18-1152
Laboratory charge

Project Odell Butte - The Dalles-Calif. Hwy.
Highway
Contractor No. 8042
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures:

Gradation from Mix Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	0.4	-	0.4	-	0.4
Unconfined comp. strength (wet psi)	-	205	-	219	-	220
Index of retained strength (%)	-	79	-	86	-	98
Bulk specific gravity	-	2.17	-	2.18	-	2.21

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Laboratory No. 75-4521 - 27
Data Sheet No. A10420
Prefix 18-1159
Laboratory charge $140

Project Odell Butte-The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by R. J. Van Cleave
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by R. W. Olson

Date received Feb. 10, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-4521	75-4522	75-4523	75-4524	75-4525	75-4526	75-4527
Sample No.	1	2	3	4	5	6 *	7
Location (Mile Post)	85.0 WB	84.5 WB	84.0 WB	83.4 WB	80.1 WB	80.4 EB	82.0 EB
Thickness	1.3"	2.0"	1.9"	1.4"	2.1"	1.6"	1.6"
Bulk Sp. Gr. (In place)	1.76	1.94	1.93	1.88	1.89	1.90	1.95
" " "(Recompacted)	2.29	2.30	2.32	2.33	2.30	2.33	2.32
% Relative Compaction	76.9	84.3	83.2	80.7	82.2	81.5	84.1
(Rice) Real gravity	2.34	2.30	2.38	2.36	2.37	2.35	2.37
% Voids @ Recompaction	2.1	3.4	2.5	1.3	2.9	0.8	2.1

* No cement added to this portion of pavement.

REPORT TO:

- X F.H.W.A.
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Region Engineer — Williams
- 2X Resident Engineer — Robertson - Dunn
- District Engineer
- Materials, Portland
- X Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Investigation

Laboratory No. L 5467
Date Sheet No. 724
Prefix IR-115B
Amount Charge 140
Date Received 3/10/75
Date Reported May 12, 1975
Mix Type-Class Modified "C" NC

Project Fort Klamath - Lake of the Woods Jct.
Contractor: Prime Robert O'Hair Constr. Contract No. 8041 Fed. Aid No. State
Paving O'Hair Constr.
Engineer: Region C. Williams Resident E. J. Dunn
Aggregate: Source #18-60-4 Type Quarry
Asphalt: Brand Witco (GoldenBear) Grade AC 10Ø

MIX DESIGN PROPORTIONS:

Agg. Size	4 Spec. Mod. "C" NC			Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Jackson-Pollard	Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.									
1				100.0	100.0	100.0			
3/4	100			97.0	97.0	97.0			
1/2	97			90.6	90.6	90.6			
3/8				62.0	62.0	62.0			
1/4	62			42.3	42.3	42.3			
4				15.0	15.0	15.0			
10	15			6.3	6.6	6.6			
40				4.0	4.1	4.0			
200 *	4		*	(P200)	4.6				
P200			T-30						
No. Ave.									
Asphalt Content Including		0.0		% Retention		8.0			

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix Type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.29			
Mix Design % Voids @ 100% Compaction	3.8			

MIX DESIGN TEST DATA: Temperature of Mixture [redacted] @ compaction 260°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)					
Asphalt Content (%) Witco AC-4000	7.0	7.5	8.0	8.5	9.0
Asphalt Film Thickness	Suff.	Suff-Th.	Thick	Thick	Very Th.
Stability Value @ 1st Compaction	29	33	32	30	29
Cohesion Value @ 1st Compaction	235	306	314	274	230
Bulk Sp. Gravity @ 1st Compaction	2.18	2.19	2.20	2.21	2.22
Percent Voids @ 1st Compaction	9.9	8.6	7.6	6.4	5.1
Stability Value @ 2nd Compaction	31	38	36	35	27
Bulk Sp. Gravity @ 2nd Compaction	2.27	2.29	2.29	2.29	2.29
Percent Voids @ 2nd Compaction	6.2	5.0	3.8	3.0	2.1
Real Gravity @ 0% Voids Rice Method	2.42	2.41	2.38	2.36	2.34

Effect of Water on Cohesion: (AASHO-T-165)			
Asphalt Content (%) Witco AC-4000	7.0	8.0	9.0
Index of Ret. Str. (%)	100+	100+	100+

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad band grading limits (section 403.11).

* includes 1% Portland Cement.

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
2X Resident Engineer
Soils & Geology
X Regional Geologist
3X Files
X Robert H. O'Hair

Williams
E. J. Dunn (Robertson)
R. J. Van Cleave

Engineer of Materials and Research

Form 6-705-2000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Project: Polk Station - Dallas
Highway: Basket Slough-Dallas
Contractor: Constructed 1967 No.
Submitted by: W. Fretwell
Source of Material: Salem Road & Drive, Mill Cr. Pit
Sampled or inspected at: To be used: Class "E" A/C
Sampled or inspected by P.. Hackett Quantity represented

Laboratory No. 75-5540 - 43
Data Sheet No. None
Prefix 5801-700
Laboratory charge $40.00
Date received Apr. 7, 1975
Date reported May 12, 1975

Lab No.	75-5540	75-5541	75-5542	75-5543
Sample No.	1	4	5	8
Location	Sta. 10+00 SB	Sta. 40+00 SB	Sta. 65+00 SB	Sta. 117+00 SB
Thickness	0.8"	0.7"	0.85"	0.9"
Bulk Sp. Gr. (In place)	2.14	2.23	2.20	2.18
" " "(Recompacted)	2.28	2.37	2.36	2.29
% Relative Compaction	93.8	94.1	93.2	95.2
(Rice) Real gravity	2.47	2.39	2.42	2.44
% Voids @ Recompaction	7.7	0.8	2.5	6.1

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John L. Jackson

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5544 - 48
Date Sheet No. None
Prefix 5801-700
Laboratory charge $100

Class "E" A/C Cores

Project Hess Cr.-Chehalem Cr. (Newberg)
Highway Pacific West
Contractor Pacific S. & G. No.
Submitted by W. Fretwell
Source of Material Pacific Sand & Gravel, Windsor Island Rd.
Sampled or inspected at
Sampled or inspected by P. Hockett

Date received Apr. 7, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5544	75-5545	75-5546	75-5547	75-5548
Sample No.	1	4	5	7	10
Location (Station)	42 - WB	38+90 WB	29 - WB	24+70 WB	19+50 WB
Thickness	0.9"	0.8"	0.8"	1.05"	1.1"
Bulk Sp. Gr. (In place)	2.05	2.12	2.11	2.25	2.23
" " "(Recompacted)	2.29	2.35	2.37	2.36	2.36
% Relative Compaction	89.5	90.2	89.0	95.3	94.5
(Rice) Real gravity	2.42	2.40	2.37	2.41	2.43
% Voids @ Recompaction	5.4	2.1	0.0	2.1	2.9

REPORT TO:

- [ ] F.H.W.A.
- [ ] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [ ] Resident Engineer
- [ ] District Engineer
- [ ] Materials, Portland
- [3 X] Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Laboratory No. 75-5753 - 57
Data Sheet No. None
Prefix 5801-700
Laboratory charge $100

Project Rice Hill - N. Oakland Int.
Highway Pacific I-5
Contractor J. C. Compton No.
Submitted by E. Parker
Source of Material Cody Long Quarry
Sampled or inspected at
Sampled or inspected by R. Pope

Date received Apr. 8, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5753	75-5754	75-5755	75-5756	75-5757
Sample No.	141	142	143	145	147
Location (Mile Post)	141 NB	142.2 NB	143 SB	145 NB	147 SB
Thickness	1.0"	1.0"	1.1"	1.15"	1.3"
Bulk Sp. Gr. (In place)	2.23	2.18	2.22	2.22	2.19
" " "(Recompacted)	2.51	2.49	2.47	2.51	2.47
% Relative Compaction	88.8	87.6	89.9	88.4	88.7
(Rice) Real gravity	2.62	2.60	2.61	2.61	2.60
% Voids @ Recompaction	4.2	4.2	5.4	3.8	5.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Laboratory No. 75-5753 - 57
Date Sheet No. None
Prefix 5801-700
Laboratory charge $100

Project Rice Hill - N. Oakland Int.
Highway Pacific I-5
Contractor J. C. Compton No.
Submitted by E. Parker
Source of Material Cody Long Quarry
Sampled or inspected at
Sampled or inspected by R. Pope

Date received Apr. 8, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5753	75-5754	75-5755	75-5756	75-5757
Sample No.	141	142	143	145	147
Location (Mile Post)	141 NB	142.2 NB	143 SB	145 NB	147 SB
Thickness	1.0"	1.0"	1.1"	1.15"	1.3"
Bulk Sp. Gr. (In place)	2.23	2.18	2.22	2.22	2.19
" " "(Recompacted)	2.51	2.49	2.47	2.51	2.47
% Relative Compaction	88.8	87.6	89.9	88.4	88.7
(Rice) Real gravity	2.62	2.60	2.61	2.61	2.60
% Voids @ Recompaction	4.2	4.2	5.4	3.8	5.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5804 - 09
Date Sheet No. None
Prefix 18-1158
Laboratory charge $226.00

Class "E" A/C Cores

Project Odell Butte - The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by R. J. Van Cleave
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by R. W. Olson

Date received Apr. 22, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5804	75-5805	75-5806	75-5807	75-5808	75-5809
Sample No.	16	18	12	9	21	24
Location (Mile Post)	81.6 WB Shoulder	81.6 WB 9'	80.07 EB Shoulder	80.07 EB 9'	79.0 EB Shoulder	79.0 EB 8'
Thickness	1.3"	1.1"	1.5"	1.2"	1.1"	1.0"
Bulk Sp. Gr. (In place)	1.95	1.94	1.98	1.96	2.00	2.03
" " "(Recompacted)	2.30	2.27	2.31	2.29	2.31	2.32
% Relative Compaction	84.8	85.5	85.7	85.6	86.6	87.5
(Rice) Real gravity	*					
% Voids @ Recompaction						

* Samples given to Roger Olson.

REPORT TO:

- [ ] F.H.W.A.
- [X] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [X] Region Engineer
- 2 [X] Resident Engineer — Williams, Robertson - Dunn
- [ ] District Engineer
- [ ] Materials, Portland
- 3X [ ] Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Class "E" A/C Cores

Project: Odell Butte-The Dalles-Calif. Hwy.
Highway:
Contractor: No. 8042
Submitted by:
Source of Material:
Sampled or inspected at:
Sampled or inspected by:

LSC rotary No. 75-5810 - 15
Data Sheet No. None
Prefix 18-1159
Laboratory charge
Date received
Date reported
To be used
Quantity represented

Lab No.	75-5810	75-5811	75-5812	75-5813	75-5814	75-5815
Sample No.	1	4	6	8	15	13
Location (Mile Post)	83.9 EB Shoulder	83.9 EB 9'	84.6 WB Shoulder	84.6 WB 10'	82.1 EB Shoulder	82.1 EB 9'
Thickness	1.3"	1.1"	1.2"	0.9"	1.3"	1.1"
Bulk Sp. Gr. (In place)	1.88	1.96	1.95	2.01	1.98	2.00
" " "(Recompacted)	2.25	2.24	2.29	2.25	2.30	2.27
% Relative Compaction	83.6	87.5	85.2	89.3	86.1	88.1
(Rice) Real gravity	2.37	2.35	2.35	2.35	2.39	*
% Voids @ Recompaction	5.1	4.7	2.6	4.3	3.8	

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

CON-5-8042

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~XXXXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 28, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

Letter written
3-6-75 --- JS

FROM For: C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8042 , Work Completed November 2, 1974

Project Odell Butte-The Dalles/California Hwy.

Highway Willamette , County Klamath

Type of Work Paving

Contractor Robert H. O'Hair & O'Hair Construction

Recommended Acceptance Date February 24, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-5-75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8042

March 10, 1975

W. S. Fidelity and Guaranty Co.
520 S. W. 6th Avenue
Portland, OR 97204

Gentlemen:

On March 6, 1975, we wrote to you concerning release of final payment on Contract No. 8042 awarded to Robert H. O'Hair and O'Hair Construction Co., for paving on the Odell Butte-The Dalles-California Highway Section of the Willamette Highway in Klamath County.

Final payment on this contract is $15,386.97 and the total contract amount is $401,669.61 including $4,039.71 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Robert H. O'Hair
and O'Hair Construction Co.
P. O. Box 253
Mount Shasta, CA 96067

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8042

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON S 8042

Salem, Oregon
February 26, 1975

NOTED
M. S. COULTER

FROM: John H. Walker
Quality Control Engineer

TO: MEMO TO THE FILES

SUBJECT: Damage to Open Graded E Mix Pavement on Odell Butte-The Dalles-California Highway Section Willamette Highway Contract No. 8042

On February 24, 1975, a field inspection of the open graded E mix pavement on the subject section was made. The following personnel attended:

Glenn Hossner	FHWA
Bob Sandmann	OSHD
R. Van Cleave	OSHD
W. Robertson	OSHD
Jim Wilson	OSHD
Glenn Boyle	OSHD
John Walker	OSHD

This open graded E mix friction course was placed in late October 1974 with a temperature about 50°.

This pavement was inspected by the writer in the last part of November and it appeared to be in very good shape at that time.

Later there were reports that it was sustaining some damage from tire chains and snow-ice removal equipment.

This present inspection was for the purpose of evaluating the damage, its cause, its seriousness, etc. At inspection time, the snow pack and ice had just gone off the pavement and there still remained considerable roadside snow. The project was 10.9 miles in length.

The most serious damage was on an approximate 1/2 mile section on the westerly end of the project. This section was in a 3 lane area; The main damage being on the outside passing uphill lane with an approximate 5%+ grade. The damage to the pavement at this location was caused by a heavy vehicle with chained dual wheels. At a few areas, the vehicle remained stationary while the chains ground the pavement down. At other areas, the chains ground into the pavement while slowly progressing uphill and thus grooved the surface the width of the tires to an approximate 1/4" depth. Photos No. 7, 8 and 9 show this damage.

At other areas along this section of highway, any damage was considered only minor. There were many areas where chains marked the pavement lightly and some scuffing occurred such as shown in photos 1 and 2. There were a couple of areas such as shown on photos No. 3 and 4 where

the serrated blade on the motor grader which was removing the ice or snow pack dug into the top of the friction course. Photos No. 3 and 4 show this. At the area shown in Photo 4, the depths of the serrated grooves were estimated from 0 to 1/4" deep. There were some other areas which showed the serrated marks but they were only a scratching of the surface.

There is a long groove of several miles, see photo No. 5, that was proported to have been made by the edge of a snow removal blade. There was also a wider shorter groove as shown on photo No. 6 which had been caused by probably some dragging object. There were a few 1' - 2' roughened strip areas such as shown on photo No. 5 at centerline which were probably due to construction problems during laydown of the mat, but this did not have anything to do with the winter season or snow removal. There is a short area where the specified 1% cement was left out of the mix and this has a slightly different appearance. This area has been marked out and will be watched to see if any difference in the performance of the mat occurs.

After inspecting this project, the following conclusions were made:

1. Due to placing the mix at cooler temperatures than recommended and the late season placement, the thin mat did not have sufficient curing time and remained tender and therefore subject to more damage than had it have had a month or two of warm weather with normal traffic prior to winter conditions.

2. Other types of A.C. mats such as "C" mix would have also sustained damage under the same conditions, and have at different similar areas.

3. The damage sustained on the heavy grade will necessitate some repair in the spring, but it could not be considered a major failure in the mat.

4. It would be expected that with the advent of several months of summer weather that the mat will cure and harden up and most of the marks of chains and minor scraping will disappear.

5. There is no indication at present of any mat stripping or failure by separation of the mat from its underlying pavement. It should be noted that about one-half of the project did not have a tack coat but did have considerable new leveling course C mix material prior to placing the friction wearing course.

6. Perhaps some of the serration damage and grooving on the mat could have been lessened had the snow and ice removal personnel been aware of the tenderness of the mat.

7. Other than the areas of steep grades where the chain grinding occurred, there does not appear to be any excessive or abnormal wear on this mat due to traffic.

8. There is nothing conclusive to prove one way or another, but it may be that on steep grades, the open graded mixes might sustain a slightly bit more wear on the top 1/4 inch of the surface than a more dense mix when subjected to a grinding action by chains during icy conditions. However even if so, the advantages of better non-skid qualities, etc. at other times could be more important.

JHW:fr

8042

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Odell Butte - The Dalles/ Calif Hwy	WORK ENDING: January 25, 1975	
	SECTION PROFILE: 18-1159	
HIGHWAY: Willamette	COUNTY: Klamath	
NAME OF JOB: Odell Butte - The Dalles/Calif Hwy	KIND OF WORK: Paving	
CONTRACTOR: Robt. H. O'Hair & O'Hair Const Co	CONTRACT NUMBER: 8042	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 23, 1973	DATE WORK STARTED: September 18, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 90
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $469,526.80	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 150
EXCLUSIVE OF ENGINEERING: $432,293.60	ENGINEERING AUTHORIZATION: $37,231.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $403,554.61	ENGINEERING COST TO DATE: $23,893.65	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.7 %	PERCENT OF AUTHORIZATION 64 %	DATE PROJECT WAS COMPLETED: November, 2, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							10.9
MILES PARTIALLY COMPLETED							
MILES COMPLETED							10.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)							20,500 ton
TOTAL QUANTITIES CORRECTED TO DATE							20,280 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							20,280 ton
AVERAGE DAILY QUANTITIES							0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Region office January 24, 1975

FINAL REPORT

SIGNED H. L. Robertson STATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

BP-7818

8042

Form D-[illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Odell Butte - The Dalles/ Calif Hwy Date October 16, 1974, 19

Highway Willamette Contract No. 8042

County Klamath Prefix 18-1159

Contractor Robert H. O'Hair & O'Hair Construction Co F. A. Project No. State

Address P.O. Box 253 Mt. Shasta Calif 96067 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reimburse contractor for 1% DeHydro H86C antistripping additive in Bid Item No. 8 'Asphalt Cement in Mixture'.

Location by station numbers:

Sta 24+00 to Sta 599+30

Estimate of quantities and cost:

615 ton @ $6.00 = $3,690.00
+15% = 553.50
TOTAL $4,243.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Laboratory mix design (Lab No. 74-21731) requires this material to obtain retained strength of the mixture. Standard Specification Sec 403.91 require payment to be made as Extra Work. Standard Specification See 109.07 stipulate cost + 15% as the amount to be paid the contractor.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 469,526.80	
Present estimate of project cost, including $ 4,243.50 for work under this order	$ 469,526.80	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: W H Robertson
Resident Engineer

Approval Recommended: [illegible]
Regional Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved [illegible]
Construction Engineer

AD -

8042

(2)

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

Portland, Oregon 97201
September 27, 1974

State of Oregon
Transportation Dept.
Highway Bldg
Salem, Oregon 97303

Oltair Construction Co.
P.O. Box 253
Mount Shasta, California 96067

Job# 8042

As we are delivering petroleum products to be used in this work, we would appreciate your furnishing us with the following information:

Is the above the correct name under which the contract was let? No

If not, please show correct name Odell Butte - The Dalles/California Highway

Official job number 8042. Description and location of work

Paving on the Willamette Highway in Klamath County

Amount of contract $ 411,150.00. Date of contract July 23 1974

Name and address of bondsmen furnishing materialmen's bond

U.S. Fidelity & Guaranty Company

Amount of payment bond $ _____ Amount of performance bond $ 411,150.00

Time limit to the contractor or estimate of when job will be completed

60 Calendar Days - November 1974

At what intervals are estimates to be paid the contractor? Monthly

What percentage of funds earned is withheld? 5%

Under what law or authority was contract let?

Name of official at head of political sub-division awarding the contract

Mr. F. B. Klabon - Administrator

OCT 1 1974

Very truly yours,

K. L. Allison

Regional Credit Office

NOTED
H.S. COULTER

8042

18

FORM 01.734.5010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend, Oregon, 97701

July 17, 1974

FROM: Carl M. Williams
Regional Engineer

XXXX
BY John E. Holcomb
Regional Traffic-Utility Engineer

SUBJECT: Odell Butte-The Dalles-California
Highway Section
Willamette Highway
Klamath County

TO: W. W. Robertson
Resident Engineer

As per field checks made by you, and also as shown in the State Bridge Logs, the vertical clearance of the Burlington-Northern undercrossing at M.P. 82.47 on subject project is reaching the critical minimum point.

It is advised that we eliminate the immediate area from this overlay project. Corrective work will then be performed with maintenance forces as money becomes available.

The said vertical clearance is presently fourteen feet, ten inches.

JEH:pw

cc: D. M. Hoehring
J. H. Versteeg
J. L. Gunter

RECEIVED
JUL 18
ROAD

8042

18

Form 81.726-2005

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

July 12, 1974

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Odell Butte-The Dalles-Cal Hwy
~~Willamette Highway~~
Klamath County

RE:
BY: John E. Holcomb
Regional Traffic-Utility Engineer

TO: James E. Chidsey
Utilities/Railroad Engineer
SALEM

I have field checked the subject preliminary plans and find no utilities in conflict.

However, Burlington Northern Railroad has a crossing over the highway and the vertical clearance may prove to be a problem with the State's paving operations.

JEH:mr

xc: J. H. Verstegen

Do you have any information regarding Vert. Clearance?

Using at MP 82.47
has V.C. of 14'-10" ±
Info given to Util. Sec.
16 Jul. '74.
T.

1 J
2 T

7-16

NOTED
J. E. CHIDSEY

June 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT 1975 Pavement Overlay Projects

Surveys have been completed on the following state construction overlay projects which we propose for letting in July 1974. These projects are necessary to upgrade deteriorated surfaces and improve the level of service on these highways.

Hwy.	Section	Lgth.	Work	Amount
John Day	Shutler Sta.-Olex	4.0	Asph.Conc. O'lay	$ 267,500
John Day	Willow Cr.-Vale	10.2	Asph.Conc. O'lay	699,200
Willamette	Odell Butte - The Dalles-Calif. Hwy.	10.9	Plant Mix Seal	419,400
Crater Lake	Ft. Klamath-Lobert Jct.	14.0	Plant Mix Seal	635,800
Cascade Locks	Oregon City-Carus Sec.	4.7	Asph.Conc. O'lay	238,100
				$2,260,000

I recommend these projects for letting and request your authority to include them in our current state construction program.

This matter will be on the agenda for your consideration at the June meeting.

BLG:dg

bc Cedil Read
George H. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Skoog
L. W. Rulien
J. H. Versteeg
V. D. Wolfe
Gary Sund
R. E. Whipps
B. L. Gifford
E. L. Hardt
C. O. Fredrickson
A. Shirley
C. M. Williams
W. E. Schwartz

8043 Willow Creek-Vale Sec. on John Day Hwy. (10.21 mi. paving) 1974

STATE DEPARTMENT OF GEOLOGY
AND MINERAL INDUSTRIES

Willow Creek-Vale Sec.
John Day Highway
Malheur County

SURFACE MINING

OPERATING PERMIT

Site Location

SE¼ 18 18S 44E
Sec. Twp. Rge.

Malheur
County

Oregon State Highway Division
2111 Adams Ave.
P. O. Box 850
La Grande, Oregon 97850

December
Renewal Month

Fee $150.00 Paid

23-0014
Identification No.

THIS OPERATING PERMIT DOES NOT RELIEVE THE PERMITTEE FROM THE REQUIREMENTS OF CITY, COUNTY OR OTHER GOVERNMENT AGENCY AUTHORITY

Pursuant to ORS 517.830(4), this permit shall be in effect, unless revoked or suspended for cause, from the date of issuance and shall remain in effect so long thereafter as the Operator pays the annual fee of $50.00 to renew the permit, complies with the provisions of ORS 517.750 to 517.900 as amended and subsection (4) 517.990, the Rules and Regulations as promulgated to administer the Oregon Mined Land Reclamation Act, complies with the reclamation plan submitted, and maintains a performance bond as required by the Act.

Issued this 13th day of December 1974

STATE DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

By [signature] Title Administrator
Mined Land Reclamation

SMLR-5-B

8043

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND EXCHANGES PERTAINING TO THIS ORDER

H 314991

P. O. DATE: 12-17-74

NO. INVOICES: 3

J. H. Yerstad, Room 223, State Highway Building, Salem, OR 97310

OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
435 HIGHWAY BUILDING, SALEM, OREGON 97310

COMMODITY CODE

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
		734

VENDOR

Department of Geology and Mineral Industries
P. O. Box 1028
Albany, OR 97321

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED. IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

TERMS

F.O.B. DELIVERY REQUIRED

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	On-Site Inspection			$100.00	23-1124-900M
			Willow Creek-Vale Section				
			John Day Highway				
			Malheur County				
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY 12-17-74

APPROVED

ORIGINATOR

Approved by the Dept. of General Services

DATE 12-17-74

DATE 12-17-74

FORM 81 734 1036

STATE DEPARTMENT OF GEOLOGY
AND MINERAL INDUSTRIES
P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 928-5386

Ident. No. 23-0014

Sent _____ By ____

REPORT OF ON-SITE INSPECTION

OREGON STATE HIGHWAY DIV.
211 Adams Ave
P.O. Box 850
La Grande, Ore - 97850

Site Identification
¼ Sec. SE Sec. 18 Twp. 18S Rge. 45E
County Malheur

☒ This is to notify you that an on-site inspection of your property described above was made on 12/11/74.

☒ Pursuant to ORS 517.800(3), the fee for an on-site inspection by the Department is $100.00. Please remit this amount within 30 days of the inspection date shown above. Checks should be made payable to the State Department of Geology.

☐ A supplementary on-site inspection was made by the Department, for which there is no charge.

REMARKS:
- Total site is 7 acres
- 2 acres affected since 7/1/72
- The approved reclamation plan was followed & that portion of the pit (2 acres) under permit has been satisfactorily reclaimed.
- Subsequent use of the pit as a material source should be so conducted so as to result in further reclaiming that portion (5 acres) not now reclaimed.
- Spoil or waste materials should be used to fill inside the pit rather than deposited over the outslope as was done on the N.E. side of this pit.

Inspected by S. L. Ausmus
Signature S. L. Ausmus
Title Admin. M.L.R.D.
Date 12/11/74

SMLR-6

8043

December 16, 1974

US Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On December 5, 1974, we wrote to you concerning release of final payment on Contract No. 8043 awarded to L. W. Vail Co., Inc. for work on the Willow Creek-Vale Section of the John Day Highway in Malheur County.

Final payment on this contract is $23,495.98 and the total contract amount is $471,629.64. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: L. W. Vail Co., Inc.
P. O. Box 847
1920 N. 4th Street
Pasco, WA 99301

US Fidelity & Guaranty Co.
100 W. Harrison Plaza
Seattle, WA 98119

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8043 J

FORM D-1 REV 10-60

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Creek - Vale		WEEK ENDING: October 26, 1974
		SECTION PROFILE: 23-1124
HIGHWAY: John Day		COUNTY: Malheur
NAME OF JOB: Willow Creek - Vale	KIND OF WORK: Paving	
CONTRACTOR: L.W. Vail Co., Inc.	CONTRACT NUMBER: 8043	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 23, 1974	DATE WORK STARTED: August 13, 1974	ESTIMATED COMPLETION DATE: October 15, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 225 CWD	CALENDAR DAYS USED 69 CWD
PROJECT AUTHORIZATION: $66,512.55	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 31
EXCLUSIVE OF ENGINEERING: $521,590.85	ENGINEERING AUTHORIZATION $44,921.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 168
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $471,729	Cost this week 4,030 ENGINEERING COST TO DATE $19,731	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 160
ESTIMATED PERCENT: OVERRUN UNDERRUN 10 %	PERCENT OF AUTHORIZATION 44 %	DATE PROJECT WAS COMPLETED: October 16, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Paving
			100		100	100

	GRADING	SURFACING	~~Crushed~~ MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		10.21			10.21
MILES PARTIALLY COMPLETED		10.21			10.21
MILES COMPLETED		10.21			10.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)		9,500 ton	44,175 ton		36,500 ton
TOTAL QUANTITIES CORRECTED TO DATE		8,693 ton	42,675 ton		35,497 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		8,693 ton	42,675 ton		35,497 ton
AVERAGE DAILY QUANTITIES		0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0	0		0
NUMBER OF SHIFTS PER DAY		0	0		0
HOURS PER SHIFT		0	0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	Fair	0		
MONDAY	21	Cloudy	0		
TUESDAY	22	Overcast	0		
WEDNESDAY	23	Overcast	0		
THURSDAY	24	Fair	0		
FRIDAY	25	Fair	0		
SATURDAY	26		0		

RECEIVED
OCT 28 1974
CO...

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No Activity.
MONDAY 21	No Activity.
TUESDAY 22	No Activity.
WEDNESDAY 23	No Activity.
THURSDAY 24	No Activity.
FRIDAY 25	No Activity.
SATURDAY 26	No Activity.

REMARKS

Semi-final estimate submitted on Friday, October 25, 1974. Third Notification not submitted at this date due to Contractor's equipment remaining on project site.

This will be the final report on this project.

SIGNED _____ LOCATION Ontario

C.D. Hiatt, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

BP-7516

#9043

OREGON STATE HIGHWAY DEPARTMENT

Ontario, Oregon
October 1, 1974

Warren C. Glaede, M.D.
10-175 West B Street
Springfield, Ore. 97477

Dear Sir:

We have received your letter of protest concerning roadway conditions and traffic control, due to paving work in progress, between Vale and Willow Creek on the John Day Highway, which commenced September 20, 1974.

The above date was the start of the contractor's paving operations on the project and we agree traffic control and roadway conditions were less than satisfactory.

We assure you these conditions were observed and corrected the following workday, with the flagwoman being reprimanded for her attitude and alertness, the contractor's operations revised, and a pilot car added to facilitate traffic flow.

The contractor's project superintendent has been made aware of your displeasure and advised these type of conditions will at no time be tolerated.

We appreciate your concern as a taxpayer and regret any discomfort or inconvenience you have incurred.

Sincerely,

C. D. Hiatt
Resident Engineer
Ontario, Ore.

bc H. S. Coulter
C. T. Keasey
W. E. Schwartz

NOTED
H.S. COULTER

RECEIVED
OCT 2 1974
Office of
Assistant State Highway Engineer

#8043

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

Portland, Oregon 97207
September 27, 1974

RECEIVED
STATE HWY DEPT
OCT 1'74
REFER TO
FOR
Civil | Invest | RID | S/C | Sign | Est | File

Office of
Assistant State Highway Engineer

L. W. Vail Co
Pasco, Wash.

RECEIVED
OCT 2 1974

State of Oregon
Transportation Dept
Highway Bldg
Salem, Oregon 97303

Rock Crushing in Prairie City Area

As we are delivering petroleum products to be used in this work, we would appreciate your furnishing us with the following information:

Is the above the correct name under which the contract was let? No

If not, please show correct name Willow Creek - Vale Section

Official job number 8043. Description and location of work Paving on the John Day Highway in Malheur County.

Amount of contract $ # 497,130. Date of contract July 23, 1974

Name and address of bondsmen furnishing materialmen's bond

U.S. Fidelity & Guaranty Company

Amount of payment bond $_____ Amount of performance bond $ 497,130

Time limit to the contractor or estimate of when job will be completed

225 Calendar Workdays - June 1975

At what intervals are estimates to be paid the contractor? Monthly

What percentage of funds earned is withheld? 5%

Under what law or authority was contract let?

Name of official at head of political sub-division awarding the contract

Mr. F.B. Klaboe, Administrator, Oregon State Highway Division

Very truly yours,

NOTED
H.S. COULTER

#8043

File: COM 3
(8043)

September 25, 1974

Warren C. Glaede, M.D.
10-175 West B Street
Springfield, OR 97477

Dear Doctor Glaede:

I understand how you feel about the asphalt drenching your car and I'm sorry it happened.

Your letter has been referred to our field people in charge of the work who will be in contact with you soon. They will take a close look at whether or not appropriate and proper traffic control and signing standards were being employed on this particular project. Our contracts require the contractor to keep the portion of any project being used by public traffic in a condition to adequately accommodate that traffic. This includes proper signing, flagmen and surface condition.

If I can be of any further help to you, please let me know. We are vitally interested in the safety of motorists passing through our construction projects and in requiring contractor compliance with the contract specifications.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
A. E. Johnson (AEJ Assign. 709)
C. T. Keasey
W. E. Schwartz--Suggest you have Dale Hiatt answer this.

9-22-74

WARREN C. GLAEDE, M.D.
PHYSICIAN AND SURGEON
1670 WEST G STREET
SPRINGFIELD, OREGON 97477

POSTED
A. E. Johnson

Re: A L W Vail Co, Inc.
Paso, Wash.

State Highway
Salem Oregon

Gentlmen:

I would like to Protest the lousy rotten attitude of the above named company working between Vale & Willow Creek, Oregon on Friday Sept. 20, 1974, they were sloppy & dumping wet asphalt on the road. They did not have one sign denoting wet asphalt. My car was drenched & I spent 3 hours cleaning. I feel sorry for the old couple from Illinois who had no place to stay in Brogan as I did. Furthermore their truck were driving pell mell & did not warn of flippy rocks (not that they gave a damn). There was a sleepy eyed girl sitting & say sitting with her sign half asseddly warning people. This was dangerous with trucks & not one word of loose flippy gravel or wet oil & a sleepy lousy girl watchman as a flagg person. This is a protest & I hope you issue another contract when they resurface. Please keep this in mind W L Glaede

I don't ~~suppose~~ think I will
do any good I will
get lost in
bureaucratic gobbledegook.
If you don't believe I was
angry, just let it
happen again

a damned angry tax Payer

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

RECEIVED
SEP 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 12, 1974

NOTED
E. S. HUNTER

Mr. E. C. May, Superintendent
Union Pacific Railroad Co.
P. O. Box 1582
Pocatello, ID 83201

Railroad Crossing Revisions
Willow Cr.-Vale Section
John Day River Highway
Malheur County
UPRR File: CD-38083-2-Vale

Dear Sir:

On June 7, 1974, I sent to you four prints each of Railroad Crossing Vicinity Maps of Union Pacific Railroad Crossings of the John Day Highway on the Willow Creek-Vale Section in Malheur County. The crossings involved are Crossing Nos. 2L-015.40 and 2M-004.30. In my letter I asked if you could provide me with an estimated cost for doing the work as indicated on these drawings, which will consist of raising the tracks at both locations some four inches and moving the grade crossing protection devices on Crossing 2L-015.40 laterally to provide satisfactory clearance for signals from highway traffic.

On July 16, 1974, the Oregon Department of Transportation received bids for the paving of the Willow Creek-Vale Section. Enclosed for your information are two sets of the plans and special provision for this project. You will note on page 1 in the sketch map notations are made that no work is to be performed within the railroad right of way at these two crossings. It is our intention to have you perform your work as necessary and then our State Forces will go in and complete the paving through the railroad grade crossings.

It would be appreciated if you could provide me with an estimate of the work to be done by your forces as soon as possible and make those arrangements as necessary to accomplish this work. Also it would be appreciated if you would prepare those agreements you feel necessary to cover this work.

If there is any further information you require regarding this project, please do not hesitate contacting me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: R. S. Orr
Union Pacific
Portland

bc: ~~E. S. Hunter~~
J. H. Versteeg
J. B. Boyd
W. E. Schwartz
C. D. Hiatt

12-2

August 13, 1974

Dept. of Geology and Mineral Industries
P. O. Box 1028
Albany, Oregon 97321

Attention: Stan Ausmus

Dear Stan:

Re: Surface Mining Permit
Willow Creek-Vale Section
John Day Highway
Malheur County

On July 15, 1974, you were sent an application, reclamation plan and development plan for your review on this project. It has now been determined that the contractor wishes to use this source. Here is Purchase Order No. H314961 to cover the fee for a permit.

If there are any problems, please call me.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 314961

P. O. DATE

2-13-74

NO. INVOICES

3

C. W. Harding, Room 221, State Highway Building, Salem, OR 97310

OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
HIGHWAY BUILDING, SALEM, OREGON 97310

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE

CLASS	FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.	
			734	

VENDOR

Dept. of Geology and Mineral Industries
P. O. Box 1028
Albany, Oregon 97321

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B. DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	Surface Mining Permit Miller Creek-Vale Section John Day Highway Malheur County			$150.00	23-1124-900W
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance — DATE 2-13-74

ORDERED BY:

APPROVED

I Certify the [illegible] Approved by the Dept. of General Services — DATE 2-13-74

FORM [illegible]

July 16, 1974

Dept. of Geology & Mineral Industries
P. O. Box 1028
Albany, Oregon 97321

Attention: Stan Ausmus

Dear Stan:

Re: Willow Creek-Vale Section
John Day Highway
Malheur County

Here is the preliminary application, reclamation plan and development plan for your review on this project. We do not know at this writing whether or not the contractor will use the source. You will be informed as soon as we find out after bids are taken.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Design Office Engineer

DLT:jh

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1033
Albany, Oregon 97321

Telephone (503) 926-8271, Ext. 277

Identification No. _____

Received _____ By ____

SURFACE MINING DATA TO ACCOMPANY APPLICATION FOR OPERATION PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750-.990

Operator: Oregon State Highway Division
2111 Adams Avenue
P.O. Box 850
La Grande, Oregon 97850

Operator's phone: 963-3177

Landowner (If other than Operator)
Name U.S. Government-Bureau Land Management
Address P.O. Box 700, 365 A Street West
Vale, Oregon 97918
Phone No. 473-3144

Identification of Site:

¼ Section	Section	Township	Range	County
S.E.	18	18 S.	45 E.	Malheur
Distance in miles		Direction from		Nearest community
1 mile		N.E.		Vale

Type of Site: ☒ 1. Pit ☐ 2. Stockpile ☐ 3. Plant ☐ 4. Quarry ☐ 5. Prospect ☐ 6. Refuse disposal ☐ 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

Description:
Type of overburden: Silty Sand
Approximate maximum depth of overburden: 3'
Approximate maximum depth of mine: 23'
Primary mineral to be removed: Stone and Sand
Total quantity of overburden (yards): None
Total quantity of mineral (yards): 35,000 CY

Size:
Approximate acreage affected prior to 7-1-72: 5
Approximate acreage affected 7-1-72 to date: 2
Total acreage affected: 7
Acreage affected and reclaimed prior to 7-1-72: 0
Acreage affected and reclaimed 7-1-72 to date: 0
Acreage affected but not reclaimed prior to 7-1-72: 5
Acreage affected but not reclaimed 7-1-72 to date: 2

Volume:
Total cubic yards excavated 7-1-72 to date: 15,000
During the ensuing permit year, what is the scheduled total cubic yards to be excavated? 35,000

Site Use (acres currently affected by:)
Excavation: 7
Processing plant and stockpiles: 0
Surface mine refuse disposal: 0
Plant refuse disposal (tailings pond): 0
Roads and exploration: 16
23

4. EXEMPTIONS (Either A or B must be checked, C is optional.)

4-A. Limited Exemption
☐ Operator is exempt from requirements for reclamation plan and bonding but not fees of the Mined Land Reclamation Act (ORS 517.750(11)) because: (check appropriate box)
☐ 1. The land was effected by surface mining before 7-1-72 (ORS 517.770 (1)).
☐ 2. A valid surface mining contract exists between the operator and the landowner dated prior to 1-1-71.
☐ 3. Valley dredging for metallic or industrial minerals (ORS 517.770(2)).
☐ 4. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
☐ 5. Access road's borrow pit or quarry.
☐ 6. On-site construction.
☐ 7. The site covers less than two acres.
☐ 8. A total of less than 10,000 cubic yards of mineral have been, or will be, removed.
☐ 9. The site is inactive.
☐ 0. Other _____

4-B. Total Exemption
☐ Operator is exempt from requirements for reclamation plan, bonding, and all fees of the Mined Land Reclamation Act (ORS 517.750 (11)) because: (check appropriate box)
☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770 (2)).
☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
☐ 3. Access road's borrow pit or quarry.
☐ 4. On-site construction.
☐ 5. The site is less than two acres.
☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.
☐ 7. The site is inactive.
☐ 0. Other _____

4-C. Voluntary Submission
☐ Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

Note: If any part of section 4-A or 4-B above has been checked, it is not necessary to complete sections 5 and 6 on the reverse of this form. The above data are for statistical purposes only and the confidentiality of individual data will be protected.

Status
Date mining began _____
Date mining will begin Summer 1974

I certify that the information contained in this report is true and correct to the best of my knowledge and belief:

_____ (Signature of applicant)

Title Regional Engineer Date _____

(OVER)

SMLR-1

SECTION 5. GENERAL INSTRUCTIONS FOR PREPARATION OF PROPOSED RECLAMATION PLANS*

A. Pursuant to ORS 517.790 (1), each separate surface mining operation must have a separate operating permit and reclamation plan.

B. A copy of the Reclamation Plan should be supplied as an attachment to this application. The Reclamation Plan must include proposed plans for reclamation of all lands mined after July 1, 1972.

C. The plan for visual screening pursuant to ORS 517.790 (1) (f) may be developed in conjunction with the Reclamation Plan or separately. If no plan for visual screening is submitted, the operator should show cause why screening is not economically practicable or needed.

D. The Reclamation Plan must contain the information required by the Rules and Regulations for the Mined Land Reclamation Act.

E. The Reclamation Plan is not complete until the county or municipality in which the operation is located has reviewed the Reclamation Plan and completed Section 6-B below.

F. Pursuant to ORS 517.820 (1), upon good cause shown, the Department may grant a reasonable extension of time for the completion and submission of a proposed Reclamation Plan.

G. If the Reclamation Plan covers more than ten (10) acres, a map must be included with details, pursuant to ORS 517.790 (1) (a).

For Department Use Only

1. Has Department approved county's zoning ordinance requiring reclamation of surface-mined lands? ____
2. Is Reclamation plan attached? ____
3. Are plans for visual screening provided? ____
4. If no visual screening plans have been submitted, has applicant shown why screening is not believed to be necessary? ____
5. Area covered by Reclamation Plan (acres) ____
6. Has applicant submitted an acceptable map? ____

SECTION 6. COUNTY OR MUNICIPALITY RECOMMENDATIONS FOR OPERATOR'S RECLAMATION PLAN*

6-A. TO BE COMPLETED BY APPLICANT (Please type or print)

Applicant W. E. Schwartz
Oregon State Highway Division

Address 2111 Adams Ave., P.O. Box 850
La Grande, Oregon ZIP 97850

Description of site:

¼Section	Section	Township	Range	County
S.E.	18	18 S.	45 E.	Malheur

Distance	Direction from	Nearest community
1 mile	N.E.	Vale

Proposed subsequent use of site upon completion of reclamation:

Donald L Bartt
(Applicant's signature)

for
Title Regional Engineer Date 6-20-74

6-B. TO BE COMPLETED BY APPROPRIATE COUNTY OR MUNICIPALITY

Does the proposed operation conflict with local zoning laws or ordinances? No

Is the Operator now operating under existing zoning laws or ordinances? Yes

Is the proposed reclamation plan legal under current zoning laws or ordinances? Yes

Does the Applicant have an appropriate permit to conduct surface mining, if required by local zoning laws? Yes

Recommendations and comments:

Roy Swan
(Signature of County Official)

Title County Judge Date 5/15/74

*Sections 5 and 6 apply only to Operators applying for an Operating Permit.

SMLR-1A

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1033
Albany, Oregon 97321

Telephone (503) 926-8871, Ext. 277

Identification No.: _____

Rec'd _____ By _____

APPLICATION FOR

- [X] SURFACE MINING OPERATING PERMIT
- [ ] GRANT OF LIMITED EXEMPTION
- [ ] GRANT OF TOTAL EXEMPTION

Instructions:
1. Applicant should sign only one of the three application forms printed below.
2. A fee of $150 must accompany an application for a Surface Mining Operating Permit or for a Grant of Limited Exemption.
3. This application form must also be accompanied by a completed Form SMLR-1.
4. A Surface Mining Operating Permit or a Grant of Exemption will be issued by the State Department of Geology and Mineral Industries within 25 days of receipt of the application together with all other materials required.

Applicant: W.E. Schwartz, Oregon State Highway Div Title: Regional Engineer
2111 Adams Ave., P.O. Box 850 Business phone: 963-3177
La Grande, Oregon 97850

Site location: ¼ Sec. S.E. Sec. 18 Twp. 18 S Range 45 E County Malheur Site name, if any _____

[X] **1. SURFACE MINING OPERATING PERMIT**

I apply for a Surface Mining Operating Permit under ORS 517.800 as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

Signature of Applicant for Donald L Brant

Title Regional Engineer Date 6-20-74

[ ] **2. GRANT OF LIMITED EXEMPTION**

I apply for a Grant of Limited Exemption from the requirement for a Reclamation Plan and a Bond, but not the fees, under ORS 517.770(1) and (3) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my limited exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for an Operating Permit.

Signature of Applicant _____

Title _____ Date _____

[ ] **3. GRANT OF TOTAL EXEMPTION**

A apply for a Grant of Total Exemption from the requirement of a Reclamation Plan, a Bond, and the fees under ORS 517.750(11) and 517.770(2) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my Total Exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for a Surface Mining Operating Permit.

Signature of Applicant _____

Title _____ Date _____

1. Name, address and phone of owner:
W. E. Schwartz, Oregon State Highway Div
2111 Adams Ave., P.O. Box 850
La Grande, Oregon 97850

2. Name, address and phone of operator:
U. S. Government
P.O. Box 200
Vale, Oregon
Phone 473-3144

3. List of known mineral deposits located on the property:
Gravels and Sands

1. Proposed use of land after reclamation is completed:
Removal of gravels and aggregate crushing

2. Proposed method of reclamation:
Removal of gravels and aggregate crushing

1. Types of equipment to be used:
Bulldozer, Loader

2. Disposition of:
Overburden will be used in
Gravel banks

What will be the final permit will be the
construction area? The
agricultural site.
Will continue use,
as possible building

Copy KES

Loc-16

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
MINED LAND RECLAMATION DIVISION

RECLAMATION PLAN

A. Name, address and telephone number of the operator or his agent:

W. E. Schwartz, Regional Engineer
Oregon State Highway Division
2111 Adams Avenue
P.O. Box 850
La Grande, Oregon 97850
Phone 963-3177

B. Name and address of landowner:

U. S. Government - Bureau of Land Management
P.O. Box 700, 365 "A" Street West
Vale, Oregon 97918
Phone 473-3144

C. List of known materials for which the operation is to be conducted:

Gravels and Sand

1. Proposed starting date: July 1974

2. Proposed ending date (if known): Late Summer 1974

D. General description of operational methods to be used:

Removal of gravels and sand by bulldozer and loader for processing with a aggregate crushing plant.

1. Types of equipment to be used:

Bulldozer, Loader, Crushing Plant, Trucks

2. Disposition of overburden:

Overburden will be stockpiled by dozer and placed on sloped gravel banks when crushing is completed.

3. What will be the planned subsequent "beneficial use" of the permit area? This can include, but is not limited to, construction site, sanitary land fill, park, water impoundment, agricultural use, forest land.

Will continue as a material source until depleted. Could be used as possible building site in the future.

E. Provision for reclaiming mined lands on a continuing basis where feasible.
Contractor required to reshape disturbed area at completion of each project.

F. Reclamation Procedures

1. What will you do to insure ground stability?

Reseed and mulch

Provision for revegetation.

(a) How will you save and store topsoil?
Topsoil will be dozed up and stockpiled adjacent to the excavated area.

(b) What measures will you take to prevent erosion of topsoil during storage? Blanketing with gravel.

(c) What is the average pH of the area to be seeded and planted?

(d) How will you prepare seed bed prior to planting?

(e) What types and amounts of grass seed will you use per acre and how will this be planted?

(f) What types and amounts of fertilizer, mulch, and lime will you use?

(g) What types and amounts of seedlings and shrubs will you plant?

(h) When will seeding and planting take place? (season and year)

G. Water and Drainage

(a) What provision will you take to insure proper drainage?

Pit floor will be sloped to drain with the surrounding area, by the contractor at completion of work.

(b) What provision has been taken for silt control?

No silt problem anticipated with this type of material.

(c) If water impoundment is to be left: None

(1) How deep will it be?

(2) How large will it be?

(3) What provision have you made for public safety?

(4) What provision have you made to prevent water stagnation?

H. Visual Screening

(a) Will you employ visual screening? (If no, explain) No. — Site is situated on the summit of a hill. Area will not be visible except from the air.

(b) What types and amounts of plants will you use?

(c) What will be the spacing between plants and how many rows will be planted?

I. Provision for removing structures, equipment, and refuse from the permit area in accordance with the reclamation plan.

At the completion of the project the contractor will be required to remove all structures, equipment and refuse from the site.

J. Map or Aerial Photo Requirements

(a) Will area photo be submitted? No.
If yes, what is the altitude of the aircraft and focal length of the camera?

(b) Map(s) requirements. The map must show, but is not limited to:

(1) Scale: (No smaller than 1" = 500')

(2) North shall be indicated.

(3) Quarter section, section, township and range.

(4) Distance and direction to nearest municipality.

(5) Locations and names of all streams, roads, railroads, utilities.

(6) Location and names of adjacent landowners.

(7) All occupied houses within 500 feet.

(8) Location of all proposed access roads.

(9) Location of plant, office and maintenance facilities.

(10) Show boundaries of area to be permitted.

(11) Boundaries of excavation or fill.

(12) Typical cross-section of excavation.

(13) Contour interval, date of map preparation, name of person preparing map.

(14) Area for topsoil storage, waste disposal.

(15) What the area will look like after reclamation is complete.

(16) Upon the anniversary date of the permit, a map may be required showing the above information.

K. If applicable, what provisions have been made for stream channel, bank stabilization and rehabilitation?

Not Applicable.

L. Evidence, in written form, stating that all owners of a legal, equitable, fiduciary or possessory interest in the land concur with the proposed subsequent use for any mining operation commencing subsequent to July 1, 1972.

C. D. Hiatt
Res. Engr.
for
W. E. Schwartz

(signature of applicant)

Title Regional Engineer Date 6/14/74

8043

June 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT 1975 Pavement Overlay Projects

Surveys have been completed on the following state construction overlay projects which we propose for letting in July 1974. These projects are necessary to upgrade deteriorated surfaces and improve the level of service on these highways.

Hwy.	Section	Length	Work	Amount
John Day	Shutler Sta.-Olex	4.0	Asph.Conc. O'lay	$ 267,500
John Day	Hillow Cr.-Vale	10.2	Asph.Conc. O'lay	699,200
Willamette	Odell Butte - The Dalles-Calif. Hwy.	10.9	Plant Mix Seal	419,400
Crater Lake	Ft. Klamath-Lobert Jct.	14.0	Plant Mix Seal	635,800
Cascade Scenic	Oregon City-Camas Sec.	4.7	Asph.Conc. O'lay	238,100
				$2,260,000

I recommend these projects for letting and request your authority to include them in our current state construction program.

This matter will be on the agenda for your consideration at the June meeting.

BLG:dg

bc Cedil Read
George H. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Skoog
I. W. Mullen
J. H. Verstoeg
V. D. Wolfe
Cary Sund
R. E. Whipps
B. L. Gifford
E. L. Hardt
C. O. Fredrickson
A. Shirley
C. H. Williams
W. E. Schwartz

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 7, 1974

Mr. E. C. May, Superintendent
Union Pacific Railroad Co.
P. O. Box 1582
Pocatello, ID 83201

Attn: G. H. Hite, Division Engr.

Railroad Crossing Revisions
Willow Creek-Vale Section
John Day River Highway
Malheur County

Dear Sir:

Enclosed are four prints each of Railroad Crossing Vicinity maps of Union Pacific Railroad crossings of the John Day Highway on the Willow Creek-Vale Section in Malheur County. Two crossings involved are Crossing Nos. 2L-015.40 and 2M-004.30.

The Willow Creek-Vale Section project involves the widening of the existing highway to the extent of providing two twelve foot travel lanes with four foot shoulders. The total width of the pavement will be sixteen feet either side of the existing highway center line. Also involved will be the addition of a total of four inches of asphaltic concrete to provide a new wearing surface for the highway. Because of this four inch additional wearing surface it will be necessary for the tracks at both locations to be raised four inches to accommodate this change in roadway surface.

Also as a result of the widening of the roadway surface to a total width of sixteen feet either side of the center line, it will be necessary that the grade crossing protection devices on Crossing 2L-015.40 be moved laterally out to provide satisfactory clearance for the signals from the highway traffic.

Please review these drawings and advise me as to any comments, questions or further information you desire regarding this project. It would be appreciated if you could provide me with your estimate of cost for doing the work as indicated. If there is anything further you require, please feel free to contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

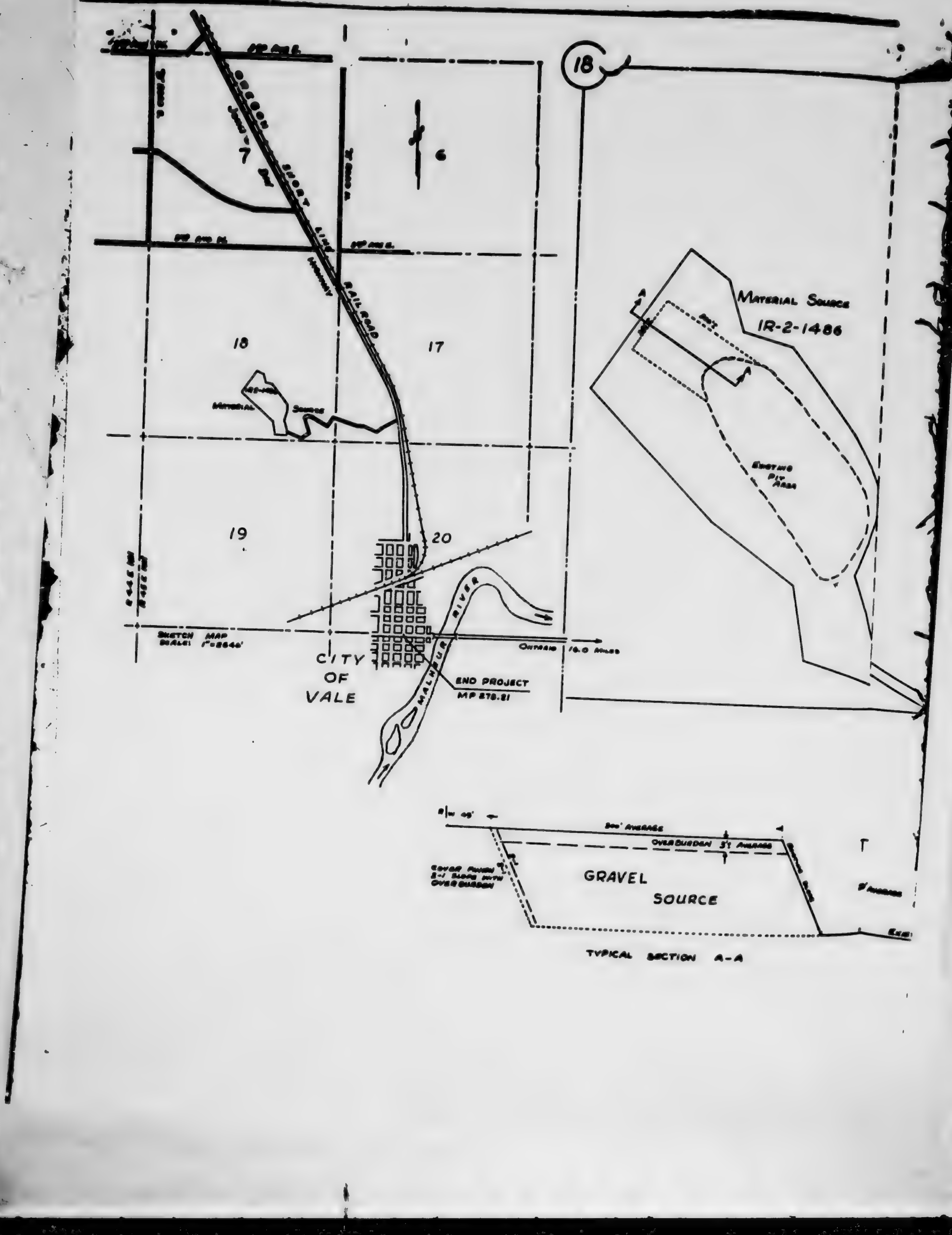
JEC:jrk
Enc.

cc: Union Pacific Railroad
Portland
Attn: R. S. Orr

bc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
W. E. Schwartz
C. D. Hiatt

1 J
2 T
3 CL
Tra... MP
We copy Red MP

MATERIAL
IR-2-14


18
17
19
20
6
OREGON SHORT LINE RAILROAD
MALHEUR RIVER
CITY OF VALE
END PROJECT MP 278.81
SKETCH MAP SCALE: 1"=2640'
MATERIAL SOURCE
IR-2-1486
EXISTING PIT AREA
GRAVEL SOURCE
OVERBURDEN 3½' AVERAGE
TYPICAL SECTION A-A

JOHN DAY HIGHWAY

GRAVEL PIT ROAD

PLAN
SCALE: 1" = 400'

T.18S R.45E W.M.

18 | 17
19 | 20

T

EXISTING PIT FLOOR

TO VALE

OREGON STATE HIGHWAY DIVISION
WILLOW CREEK – VALE (OVERLAY)

GRAVEL PIT DEVELOPMENT PLAN

APPROVED

Roy Harris
SIGNATURE of COUNTY OFFICIAL

5/15/7[illegible]
DATE

County Judge
COUNTY OFFICIAL TITLE

8044 Ft. Stevens State Park 1974
approx. 10 mi. w. of Astoria
(Paving of park roads & bikeways)

April 15, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 21, 1975, we wrote to you concerning release of final payment on Contract No. 8044 awarded to Sunset Crushed Rock Co. for paving in Fort Stevens State Park in Clatsop County.

Final payment on this contract is $5732.30 and the total contract amount is $116,212.67 including $888.38 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

llg

cc: Sunset Crushed Rock Co.
P.O. Box 948
Astoria, OR 97103

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Lacek
C. O. Fredrickson

COM-5-8044

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

3-21-75
Letter written
JS

SUBJECT Highway Project Acceptance

Contract No. 8044, Work Completed November 6, 1974

Project Fort Stevens State Park

Highway - -, County Clatsop

Type of Work Paving

Contractor Sunset Crushed Rock Co.

Recommended Acceptance Date March 12, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

BMW:wm

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3/20/75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8044

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 20, 1974

TO Oregon ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Fort Stevens Park (Paving)
Contract No. 8044
Request for Project Authorization

An overrun of $21,560 or 18.2 percent has occurred on this project for which Sunset Crushed Rock Company is the contractor. The contract is for 6,600 tons of Class "C" paving on existing surfaces of roadways and bikeways and is in several different segments with variable widths and several intersections. The project was contracted with a minimum of preliminary engineering.

The project overrun occurs from accumulated increase of the paving item rather than from changed or added work. The work was just recently completed and the final quantity is about 7,650 tons.

This project has BOR (federal) funding and the overrun is expected to be eligible for participation.

I recommend the contract authorization be increased by $21,560 to a new total of $139,929.15.

This item will be on the agenda for your consideration at the November 25 meeting.

bc: C. W. Head
G. H. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
Dave Talbot
C. T. Keasey
Vince Gallagher (w/form)
C. O. Fredrickson
Gary Sund
Jack Graham

JAB:fr

Form 01.726.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 19, 1974

FILE: CON 5 #8044

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Fort Stevens Park (Paving)
Contract No. 8044

An overrun of $21,560 or 18.2 percent has occurred on this project. Sunset Crushed Rock Company is the contractor. The contract is for 6,600 tons of Class "C" paving on existing surfaces. The work included 2 segments of 2" overlay and 3 segments of 8' wide bikeway paving plus 4 segments of new roadway paving to 4 different typical sections. The plans are minimal with no lengths or stationing given. The project overrun occurs from accumulated overrun of the paving item rather than from changed or added work. Final quantity is about 7,650 tons. The contractor did the work promptly after he finally started so the engineering will not overrun.

This project has BOR (federal) funding and the overrun is expected to be eligible for participation.

We recommend the authorization be increased by $21,560 to a new total of $139,929.15. A rough draft letter to the Transportation Commission is attached.

Approved 11-19-74
C. V. Linsey
Acting Asst. State Hwy. Engr.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
NOV 1[illegible] 1974
Office of
Assistant State Highway Engineer

8044

FORM DA 4001 10-60

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Fort Stevens Paving	SECTION: Fort Stevens State Park	WORK BEGINNING: Nov. 3, 1974
CONTRACTOR: Bunch Crushed Rock Co.	HIGHWAY: 0-0	SECTION PROFILE: 4-3748
DATE OF CONTRACT: August 9, 1974	KIND OF WORK: Paving (Roadway & Bikeway)	COUNTY: Clatsop
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 11 SUPERVISION: 1	CONTRACT NUMBER: 8044	FEDERAL AID PROJECT NUMBER: BOR-41-000569
PROJECT AUTHORIZATION: $ 118,369.15	DATE WORK STARTED: October 14, 1974	ESTIMATED COMPLETION DATE: November 6, 1974
EXCLUSIVE OF ENGINEERING: $ 116,555.00	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 116,555.00	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 6.9 %	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 107
ENGINEERING AUTHORIZATION: $ 9,386.10		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ENGINEERING COST TO DATE: $ 5,500.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
PERCENT OF AUTHORIZATION: 59 %		DATE PROJECT WAS COMPLETED: November 6, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							6.5
MILES PARTIALLY COMPLETED							6.5
MILES COMPLETED							6.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)							6,600 7,650
TOTAL QUANTITIES CORRECTED TO DATE							7,650
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							283
AVERAGE DAILY QUANTITIES							0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							1
NUMBER OF SHIFTS PER DAY							11
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: 4 Trucks, 1 Roller, # 1 Layton Spreader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Nov SUNDAY 3	clear	1		
MONDAY 4	cloudy	1		
TUESDAY 5	cloudy	1		
WEDNESDAY 6	showers	1		
THURSDAY 7	overcast	1		Project Complete
FRIDAY 8	cloudy	1		
SATURDAY 2	clear	1		

Paving
Harvey
Bond
Harwood
Welter

RECEIVED
NOV 12 1974

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov SUNDAY 3	No Work
MONDAY 4	Paving Bike Trials
TUESDAY 5	Paving Bike Trials
WEDNESDAY 6	Paving Bike Trials
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on november 6, 1974. Final inspection of project is scheduled for Wen. , November 13, 1974.
Total liquidated damages: 6 days @ $100/day= $600.00

It is anjticipated that the simi-final will be submitted by November 30, 1974.

This will be the final weekly report.

SIGNED [signature] LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

BP-7818

8044

FORM S-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 31, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Specifications Unit

NOTED
E. S. HUNTER

SUBJECT Footpaths and Bicycle Trails for
Fort Stevens State Park
Paving Project

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
4	Class "C" Asphalt Mixture	Ton	1,980	$10.90	$21,582.00
5	Asphalt Cement in Mixture	Ton	130	70.00	9,100.00
			TOTAL		$30,682.00

Width: 8' Length 3.8 miles

Total of all contract items $ 104,290.00

29 % of contract in footpaths and bicycle trails.

RECEIVED
1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E. S. Hunter
J. H. Versteeg
L. W. Rullen
C. T. Keasey
V. E. Skoog
D. A. Rulings

8044

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1974

TO Transportation
Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
July 16 and July 25 Bid Lettings

Bids will be taken July 16 and July 25 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

July 16 Bid Letting

1. Shutler Station - Olex
John Day Highway, Gilliam County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Willow Creek - Vale
John Day Highway, Malheur County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

3. Odell Butte - The Dalles-California Highway
Willamette Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Fort Klamath - Lobert Junction
Crater Lake Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

5. Oregon City - Carus
Cascade Highway, Clackamas County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

July 25 Bid Letting

1. Arlington Interchange - Irrigon Junction
Columbia River Highway, Gilliam and Morrow Counties

Grade, Pave, Guardrail and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

2. Irrigon Junction - Stanfield Junction
Columbia River Highway, Morrow and Umatilla Counties

Grade, Pave and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

3. West Fremont Interchange
Stadium Freeway, Multnomah County

Roadside Improvement and Mini-Park Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

bc: C. W. Head
G. H. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rufine
Gary Sund
R. E. Whipps

WHW:ko cm

4. Main Avenue and Third Street (Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

Grade and Pave Project

Concrete sidewalks will be incorporated in this project on a replacement-in-kind basis.

5. Winston-Shady Interchange
Coos Bay - Roseburg and Dillard Highway
Douglas County

Grade, Pave, Structures and Signals Project

An eight-foot Class I bicycle/pedestrian facility separated from the highway will be provided along the length of the project.

6. Deschutes River Bridge
Warm Springs Highway, Jefferson County

Footbridge Project

The purpose of this project is to provide a pedestrian bridge across the Deschutes River. This project will be charged to the Bikeway Program.

7. Fort Stevens State Park
Clatsop County

Paving Project

This project includes asphalt concrete bikeway surfacing within the State park, which will provide an extension of the park's bikeway system.

8. Oswald West State Park
Clatsop and Tillamook Counties

Trail Construction Project

A pedestrian trail will be provided within the State park.

These projects will be on the agenda for your consideration at the July 30 meeting and your approval is requested.

8044

Form 81.700.2000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June [illegible], 1974

FILE:

FROM: Curtis H. Baker
Recreation Staff Engineer

SUBJECT: B.O.R. Project 41-00569
Fort Stevens Park Bike Trail
Oregon State Highway Division
Clatsop County (O.P. 802)

TO: Mr. Cecil Head
Secretary

The B.O.R. has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

Curtis H. Baker
Recreation Staff Engineer

CHB:bs

Enclosure

cc: V. E. Skoog, w/attachment
Ray Wilson, w/ attachment

NOTED
C. W. HEAD

NOTIFICATION OF GRANT-IN-AID ACTION

1. STATE APPLICATION IDENTIFIER: 7312 2 340

2. (Reserved for use by State central information reception agency)

3. GRANTOR: a. Federal agency: Department of the Interior

b. Organizational unit: Bureau of Outdoor Recreation

c. Administering office — (1) Name: Northwest Region

(2) Address — Street or P.O. Box: 1000 Second Avenue | City: Seattle | State: WA | Zip Code: 98104

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code: 41-00569.1 | b. Title: Fort Stevens Park Bike Trail

c. Purpose: Add 3 3/4 miles of bike trail and 2.6 miles of paved interior road to project scope. Total project cost is changed from $114,000 to $260,000. Federal share is changed from $57,000 to $130,000.

5. GRANTEE: a. Name: Oregon State Highway Division

b. Address — Street or P.O. Box: State Highway Building | City: Salem | State: Oregon | Zip Code: 97310

6. GRANTEE TYPE (Check only the single most applicable box)

a. State	b. Inter-state	c. County	d. City	e. School district	f. Special unit	g. Community action	h. Sponsored organization	i. Other
☒	☐	☐	☐	☐	☐	☐	☐	☐

7. APPLICATION RECEIPT DATE Year	Month	Day	8. ACTION DATE Year	Month	Day	9. EFFECTIVE STARTING DATE Year	Month	Day	10. ENDING DATE Year	Month	Day
			74	06	14	74	03	29	76	12	31

11. TYPE OF ACTION (Check as many boxes as apply to this action)

a. New grant	b. Continuation grant	c. Supplemental grant (identify agency in item 16)	d. Change in existing grant (1) Increase in duration	(2) Decrease in duration	(3) Cancellation	(4) Increase($)	(5) Decrease($)
☐	☐	☐	☐	☐	☐	☒	☐

12. AMOUNT OF CONTRIBUTION

a. Federal — (1) basic	(2) Supplemental	b. State	c. Local	d. Other
$ 73,000	$	$ 73,000	$	$

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM (if none, clarify in item 16) — a. Program Number: 15.400 — b. Supplemental Program Number:

14. AUTHORIZATION

a. Federal Budget Accounts	10-16-5005-0-2-405		
b. Public Laws (PL Title Sec.)	P.L. 88-578, Sec. 5		
c. U.S. Code	16 USC 460l - 4		

15. FACILITY LOCATION: (For facility grant actions only) a. City: At the mouth of the Columbia River — b. County: Clatsop

16. REMARKS

State Liaison Officer:
Mr. David G. Talbot
State Parks Superintendent
300 State Highway Building
Salem, Oregon 97310

RECEIVED
JUN 1974
STATE PARKS
RECREATION SECTION

Prepared by:
Glenn D. Baker
206-442-4720

STANDARD FORM 240
June 1970 Bureau of the Budget Circular A-98
240-101

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

State ~~Oregon (Clatsop County)~~

Project Amendment No. ~~41-00569.1~~

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. ~~41-00569~~ is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of ~~Oregon~~, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Add paving of 3 3/4 miles of bike trails and the paving of 2.6 miles of interior park roads to project, amend costs as follows:

ITEM	CHANGE FROM	CHANGE TO
Total Cost	$114,000	$260,000
Fund Assistance	50%	50%
Fund Amount	57,000	130,000
Cost of This Stage	114,000	260,000
Assistance of This Stage	57,000	130,000

There is no change in the project period.

41-007-0000
OR-Clatsop-N/A

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By E G Gillen
(Signature)

asst Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 6/14/74

STATE

~~State~~ (State)

By David G Talbot
(Signature)

~~David G. Talbot~~ (Name)

~~State Parks Superintendent~~ (Title)

BOR 8-92a
(Rev. Mar. 1967)

8044

Form 21.720-5000

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 5, 1974

FILE:

FROM: Walter J. McCallum

TO: C. W. Head

SUBJECT: Project Agreement
BOR 41-00569 (O.P. 802)
Fort Stevens State Park Bike Trail

Attached is an executed agreement for the above-named Land and Water Conservation Fund project. The agreement is between the State of Oregon, through the State Highway Division, and the Bureau of Outdoor Recreation of the U. S. Department of the Interior.

Walter J. McCallum
State Recreation Director

WJM:dc

Attachment

cc: V. E. Skoog w/attach.
Ray Wilson w/attach.

NOTED
C. W. HEAD

NOTIFICATION OF GRANT-IN-AID ACTION

1. STATE APPLICATION IDENTIFIER: 7312 2 340	2. (Reserved for use by State central information reception agency)

3. GRANTOR: a. Federal agency: Department of the Interior

b. Organizational unit: Bureau of Outdoor Recreation

c. Administering office—(1) Name: Northwest Region

(2) Address—Street or P.O. Box: 1000 - 2nd Avenue | City: Seattle | State: Washington | Zip Code: 98104

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code	b. Title
41-00569	Fort Stevens Park Bike Trail

c. Purpose: To construct about 3-1/2 miles of paved bike trail within Fort Stevens Park.

5. GRANTEE: a. Name: State Highway Division, Parks and Recreation Branch

b. Address—Street or P.O. Box: Highway Building | City: Salem | State: Oregon | Zip Code: 97310

6. GRANTEE TYPE *(Check only the single most applicable box)*

a. State	b. Interstate	c. County	d. City	e. School district	f. Special unit	g. Community action	h. Sponsored organization	i. Other
☒	☐	☐	☐	☐	☐	☐	☐	☐

7. APPLICATION RECEIPT DATE Year	Month	Day	8. ACTION DATE Year	Month	Day	9. EFFECTIVE STARTING DATE Year	Month	Day	10. ENDING DATE Year	Month	Day
74	03	13	74	03	29	74	03	29	76	12	31

11. TYPE OF ACTION *(Check as many boxes as apply to this action)*

a. New grant	b. Continuation grant	c. Supplemental grant *(identify agency in item 16)*	d. Change in existing grant (1) Increase in duration	(2) Decrease in duration	(3) Cancellation	(4) Increase(s)	(5) Decrease(s)
☒	☐	☐	☐	☐	☐	☐	☐

12. AMOUNT OF CONTRIBUTION a. Federal—(1) basic	(2) Supplemental	b. State	c. Local	d. Other
$ 57,000	$	$ 57,000	$	$

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM *(If none, clarify in item 16)*	a. Program Number	b. Supplemental Program Number
	15.400	

14. AUTHORIZATION

a. Federal Budget Accounts	10-16-5005-0-2-405		
b. Public Laws	Pt. Title Sec. P.L. 88-578, Sec. 5	Pt. Title Sec.	Pt. Title Sec.
c. U.S. Code	16 USC 460l - 4		

15. FACILITY LOCATION: *(For facility grant actions only)*

a. City: At the mouth of the Columbia River

b. County: Clatsop

16. REMARKS

State Liaison Officer:
Mr. David G. Talbot
State Parks Superintendent
300 State Highway Bldg.
Salem, OR 97310
503-378-6590

41974

S.F. 240 prepared by:
Robert E. Pritt
206-442-4720

STANDARD FORM 240
June 1970 Bureau of the Budget Circular A-98
240-101

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Clatsop County)	Project Number 41-00569 (O.P. 802)
Project Title Fort Stevens Park Bike Trail	
Period Covered by this Agreement	Project Period Date of Approval to 12/31/76

Project Scope (Description of Project)

Construct approximately 3-1/2 miles of paved bike trail in Fort Stevens State Park in Clatsop County. The project includes the permanent signing but does not include design or engineering inspection costs.

41-007-0000
OR-Clatsop-N/A

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost	$ 114,000
Fund Support	50 %
Fund Amount	$ 57,000
Cost of this Stage	$ 114,000
Assistance this Stage	$ 57,000

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December 1965)
2. Project Proposal
3. _____
4. _____

BOR 8-92
(Rev. Mar. 1967)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E G Allen
(Signature)

acting Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 3-29-74

STATE

Oregon
(State)

By Walter J. McCallum
(Signature)

Walter J. McCallum
(Name)

State Recreation Director
(Title)

8044

FORM 6-58

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 2, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Specifications Unit

NOTED
E. S. HUNTER

SUBJECT Footpaths and Bicycle Trails for
Fort Stevens State Park
Grading and Paving Project

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
	SEE ATTACHED SHEET				
	TOTAL				

Width: 8 ft. Length 3.5 mi.

Total of all contract items $ 92,349.25

100 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
J. H. Versteeg
L. W. Rullen
C. T. Keasey
V. E. Skeen

RECEIVED
APR 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORT STEVENS STATE PARK SECTION — SHEET NO 1

NO.	ITEM AND QUANTITY	UNIT	UNIT PRICE	AMOUNT
001	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000 LUMP SUM	200.0000	200.00
002	TEMPORARY SIGNS	50.000 SQ FT	8.0000	400.00
003	FLAGMEN	85.000 HOURS	12.0000	420.00
	ROADWORK			
004	CLEARING AND GRUBBING	1.000 LUMP SUM	7,500.0000	7,500.00
005	FRONT END LOADER, 4-WHEEL DRIVE	50.000 HOURS	24.0000	1,200.00
006	TRACTOR WITH DOZER	60.000 HOURS	20.0000	1,200.00
007	DUMP TRUCK	90.000 HOURS	14.0000	1,260.00
008	WATER WAGON	40.000 HOURS	15.0000	600.00
009	TANDEM ROLLER	50.000 HOURS	17.0000	850.00
010	BACKHOE	40.000 HOURS	18.0000	720.00
011	BLADE GRADER	80.000 HOURS	17.0000	1,360.00
012	LABORERS	100.000 HOURS	12.0000	1,200.00
013	SOIL STERILIZATION	1,800.000 LBS	.7000	1,260.00
014	3/4" - 0 AGGREGATE BASE	3,600.000 CU YDS	8.4000	30,240.00
015	CLASS C ASPHALT CONCRETE	2,000.000 TONS	15.4000	30,800.00
016	CLASS A CONCRETE IN BOX CULVERTS	100.000 CU YDS	80.0000	8,000.00
017	REINFORCEMENT IN BOX CULVERTS	13,000.000 LBS	.2700	3,510.00
018	FURNISH 6-INCH CULVERT PIPE	16.000 LIN FT	2.0000	32.00
019	FURNISH 12-INCH CULVERT PIPE	175.000 LIN FT	4.2500	743.75
020	FURNISH 18-INCH CULVERT PIPE	20.000 LIN FT	6.0000	120.00
021	FURNISH 24-INCH CULVERT PIPE	37.000 LIN FT	7.5000	277.50
022	FURNISH 42-INCH ARCH TYPE PIPE	24.000 LIN FT	19.0000	456.00
		TOTAL AMOUNT OF CONTRACT		92,349.25

8045 Oswald West State Park on Oreg. Coast Hwy. S. of Seaside (Footpath) 1974

8045

February 11, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 28, 1975, we wrote to you concerning release of final payment on Contract No. 8045 awarded to McCain and McCain for grading a footpath in Oswald West State Park in Clatsop and Tillamook Counties.

Final payment on this contract is $1,946 and the total contract amount is $38,920. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc McCain and McCain
Rt. 3, Box 347
Randle, Washington 98377

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8045

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 24, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8045, Work Completed October 27, 1974

Project Oswald West State Park

Highway - -, Counties Clatsop and Tillamook

Type of Work Grading Footpath

Contractor MaCain and McCain

Recommended Acceptance Date January 27, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
F. B. Klaboe
STATE HIGHWAY ENGINEER
DATE 1-27-75

8045

FORM DA 1001 10-60

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: OSWALD WEST STATE PARK

WEEK ENDING: 2 NOV. 74

SECTION PROFILE: 804-3349

HIGHWAY: STATE PARK

COUNTY: CLATSOP & TILLAMK

KIND OF WORK: GRADING FOOTPATH

NAME OF JOB: OSWALD WEST STATE PARK

CONTRACT NUMBER: 8045

FEDERAL AID PROJECT NUMBER: BOR

CONTRACTOR: MCCAIN & MCCAIN

DATE WORK STARTED: 5 AUG 74

ESTIMATED COMPLETION DATE: 31 OCT 74

DATE OF CONTRACT: 9 AUG 74

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DATE USED:

SPECIFIED COMPLETION DATE: 15 MAY 75

PERCENT OF TIME ELAPSED: 30 %

PROJECT AUTHORIZATION: 44,735.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99 %

EXCLUSIVE OF ENGINEERING: $41,345.50

ENGINEERING AUTHORIZATION: $3,390.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.5 %

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $43,210.00

ENGINEERING COST TO DATE: $1,200.00

DATE PROJECT WAS COMPLETED: 27 Oct 74

ESTIMATED PERCENT OVERRUN UNDERRUN: 4.0 %

PERCENT OF AUTHORIZATION: 35 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100 %	100 %	100 %			MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
			GRADING	SURFACING			
MILES IN PROJECT			5.65				
MILES PARTIALLY COMPLETED			—				
MILES COMPLETED			5.65				
TOTAL ESTIMATED QUANTITIES (CONTRACT)			LUMP SUM				
TOTAL QUANTITIES CORRECTED TO DATE			—				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			NA				
AVERAGE DAILY QUANTITIES			—				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			NA				
NUMBER OF SHIFTS PER DAY			—				
HOURS PER SHIFT			—				

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		NA						
PERCENT		NA						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	AM-RAIN PM-FAIR			
MONDAY	CLOUDY			
TUESDAY	PARTLY CLOUDY			
WEDNESDAY	CLOUDY			
THURSDAY	AM-CLOUDY PM-CLEAR			
FRIDAY	PARTLY CLOUDY			
SATURDAY				

Kenney K Skoglund S
Bunch B Criteser
Jacklin Berg
Harwood A
Johnson
Walker

RECEIVED
NOV 4 1974
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
[redacted]	
Oct. 28 thru Nov. 2, 1974 MONDAY THRU Saturday	NO ACTIVITY
[redacted]	CORRECTION FOR LAST WEEKS REPORT
Thrusday Oct 24, 1974	Contractor arrived with shipment of timber to begin construction of timber footbridges. Completed construction of footbridges at Sta. 125+75 (24 ft.) and 123+50 (28 ft.)
Friday Oct. 25	Continued construction of timber bridges at Sta. 121+00 (26 ft.) and 121+50 (20 ft.)
Saturday Oct, 26	Continued construction of timber bridges at Sta. 119+25 (26 ft.), Sta. 101+00 (24 ft.), and Sta. 101+25 (24 ft.)
Sunday Oct.27	Completed construction of the structures for the project. Completed structures at Sta. 92+60 (8 ft.) and Sta. 27+00 (16 ft.)

REMARKS

Monday, Oct. 28, 1974: Contractor visited office to advise he wanted an inspection of the Structures.

Project complete and awaiting final inspection.

This will be the last Weekly Report submitted.

Charles W. Elroy

SIGNED Charles W. Elroy LOCATION Seaside

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

CP-7816

8045

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 19, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Overrun of Project Authorization
Oswald West State Park (Pathway)
Contract No. 8045

An overrun of this project authorization is now expected in the amount of 15.25 percent, or $5,920, to a new total cost of $44,735. McCain and McCain is the contractor and the project is now about one-half completed.

Two added price agreement items account for the overrun. To fit actual ground conditions, the total length of the nine timber footbridges has been increased from the 120-lineal-foot bid to 196 lineal feet, at an added cost of $3,420. Another price agreement extended the limits of the project one-half mile south, at a cost of $2,500. This was a good price and the work was needed for a better termination of the new trail.

I request your approval of a new total authorization of $44,735. This will be on the agenda for the September 25 meeting.

bc: C. W. Head - Att.
George M. Baldwin
A. E. Johnson - Atts.
H. S. Coulter
C. T. Keasey
David G. Talbot
C. O. Fredrickson
Bob Whipps
Gary Sund
Charles Elroy

JAB:fr srb

FORM 81.726.0000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
September 16, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Oswald West State Park (Pathway)
Contract No. 8045
Project Authroization Increase

Herewith form E-372 report of expected overrun on the subject project. It is now expected to overrun 15.25 percent, or $5,920 to a new total cost of $44,735. This is on the basis of keeping the full original contingency allowance available even though the project is now about one-half completed.

The project was contracted on a bid about 47 percent under our estimate. Two added price agreement items account for the overrun now. The length of the nine timber footbridges has been increased from the 120 lin. ft. bid to 196 lin. ft. Another price agreement extended the limits of the project 1/2 mile on south at a cost of $2,500. This was a good price and the work was concurred in by Parks Division with the knowledge that more project funding would be necessary.

Rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: V. L. Gallagher

045

August 14, 1974

McCain and McCain
Rt. 3, Box 347
Ramdle, WA 98377

Gentlemen:

The Oregon Transportation Commission on July 26, 1974, accepted your proposal for grading a footpath in Ozwald West State Park in Clatsop and Tillamook Counties for the sum of $33,900 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Bureau of Outdoor Recreation is received.

Approval has been received and the Administrator of Highways on August 9, 1974, awarded you the project, which has been assigned Contract No. 8045.

On August 9, 1974, three copies of this contract were mailed to you at the address shown above. In response to a telephone call received today advising that the contracts had not been received, we are sending three additional copies. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 15, 1975.

Very truly yours,

C. W. Read
COMMISSION SERVICES

js
Enclosures

bc C. T. Keasey
Vince Gallagher
Walt Hart
David Talbot
C. O. Fredrickson
Chas. Elroy

8045

FILE:

FORM 01-734-5000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 9, 1974

SUBJECT: Project Agreement
B.O.R. 41-00620 (O.P. 813)
Oswald West Park Foot Path

FROM: Curtis H. Baker
Recreation Staff Engineer

TO: Cecil W. Head
Secretary

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-mentioned park project. The agreement is between the State of Oregon through the Oregon State Highway Division and the Federal Bureau of Outdoor Recreation of the U.S. Department of the Interior.

This should bring your records up to date.

Curtis H. Baker
Recreation Staff Engineer

CHB:bs

Attachment

cc: V. E. Skoog
Ray Wilson

NOTED
C. W. HEAD

OIP 81

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
G26
41-00620

~~JUN 26 1974~~
JUL 10 1974

Mr. David G. Talbot
State Parks Superintendent
300 State Highway Building
Salem, Oregon 97310

Dear Dave:

Project 41-00620, Oswald West Park Foot Path, has been approved and your copy of the agreement is enclosed.

Since the portion of the trail near Arch Cape is on county owned right-of-way and you have no tenure in this property, costs for that portion will not be reimbursable and must be deleted from your billings. Please provide us an audit trail for later review that shows the deletion.

Sincerely yours,

E. E. Allen
for Maurice H. Lundy
Regional Director

Enclosure

cc:
Hal Brauner
Curtis H. Baker

NOTIFICATION OF GRANT-IN-AID ACTION

1. STATE APPLICATION IDENTIFIER: 7405 2 480
2. (Reserved for use by State central information reception agency)

3. GRANTOR: a. Federal agency: Department of the Interior
b. Organizational unit: Bureau of Outdoor Recreation
c. Administering office – (1) Name: Northwest Region
(2) Address – Street or P.O. Box: 1000 Second Avenue | City: Seattle | State: Washington | Zip Code: 98104

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code: 41-00620 | b. Title: Oswald West Park Foot Path
c. Purpose: To construct a foot trail for about 5 miles from the north end of Arch Cape Tunnel to the end of Cape Falcon in Oswald West State Park

5. GRANTEE: a. Name: Oregon State Parks
b. Address – Street or P.O. Box: State Highway Building | City: Salem | State: Oregon | Zip Code: 97310

6. GRANTEE TYPE (Check only the single most applicable box)

a. State	b. Interstate	c. County	d. City	e. School district	f. Special unit	g. Community action	h. Sponsored organization	i. Other
XX	☐	☐	☐	☐	☐	☐	☐	☐

7. APPLICATION RECEIPT DATE Year	Month	Day	8. ACTION DATE Year	Month	Day	9. EFFECTIVE STARTING DATE Year	Month	Day	10. ENDING DATE Year	Month	Day
74	06	17	74	06	26	74	06	26	76	12	31

11. TYPE OF ACTION (Check as many boxes as apply to this action)

a. New grant	b. Continuation grant	c. Supplemental grant (identify agency in item 16)	d. Change in existing grant (1) Increase in duration	(2) Decrease in duration	(3) Cancellation	(4) Increase(s)	(5) Decrease(s)
☒	☐	☐	☐	☐	☐	☐	☐

12. AMOUNT OF CONTRIBUTION

a. Federal – (1) basic	(2) Supplemental	b. State	c. Local	d. Other
$30,000	$	$ 30,000	$	$

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM (If none, clarify in item 16)
a. Program Number: 15.400 | b. Supplemental Program Number:

14. AUTHORIZATION

a. Federal Budget Accounts	10-16-5005-0-2-405		
b. Public Laws (Pt. Title Sec.)	P.L. 88-578, Sec. 5		
c. U.S. Code	16 USC 460l - 4		

15. FACILITY LOCATION: (For facility grant actions only)
a. City: In Oswald West State Park | b. County: Tillamook and Clatsop

16. REMARKS
State Liaison Officer:
David G. Talbot
State Liaison Officer
State Highway Building
Salem, Oregon 97310

Local contact is State Liaison Officer
(503) 378-6305

RECEIVED
JUL 17 1974
STATE PARKS
RECREATION

STANDARD FORM 240
June 1970 Bureau of the Budget Circular A-95

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Tillamook & Clatsop County)	Project Number 41-00620 (O.P. 813)

Project Title Oswald West Park Foot Path

Project Period Date of Approval to 12-31-76

Project Scope (Description of Project)

Construct approximately 5 miles of foot path in the northerly portion of Oswald West State Park in Tillamook and Clatsop Counties.

41-007-0000 $5,000 OR-Clatsop-N/A
41-057-0000 $25,000 OR-Tillamook-N/A

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost	$ 60,000
Fund Support	50 %
Fund Amount	$ 30,000
Cost of this Stage	$ 60,000
Assistance this Stage	$ 30,000

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December 1965)
2. Project Proposal
3. _____
4. _____

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

Oswald West State Park has been acquired in about 20 parcels; the first was acquired on November 12, 1931, and the most recent was on January 12, 1954.

Reference to $10,000 in B.2(a), (b), and (c) of the General Provisions is changed to $2,500.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E E Allen
(Signature)

acting Reg. Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 6/26/74

STATE

Oregon
(State)

By Curtis H. Baker
(Signature)

Curtis H. Baker
(Name)

Recreation Staff Engineer
(Title)

SMT: 4754-74

8015

Form 01.734.5000

OREGON STATE HIGHWAY DIVISION FILE: 500

INTER-OFFICE CORRESPONDENCE

August 8, 1974

Salem, Oregon

FROM: T. W. Litchfield
for REGION OPERATIONS ENGINEER

SUBJECT: Resolution of Intention to vacate Clatsop County Road #137

TO: E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

Attached you will find a letter dated July 31, 1974 from our District Engineer Eldon Everton regarding the above captioned subject.

The State Highway Division has no objection to the vacation of this County Road, but our State Parks people should be made aware of this in light of the proposed trail construction from the north portal of Arch Cape tunnel to Oswald West State Park.

TWL:lb

Attachs.

NOTED
E. S. HUNTER
8-8-74
cc Wolfe
R. Talbot

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 8A788.2000

REGION 2 ENGINEER
RECEIVED
FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Astoria, Oregon
31 July 1974

FROM: Eldon L. Everton
District Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Resolution of Intention to Vacate County Road
Assignment 1479

I have checked with Clatsop County in regard to the proposed vacation of County Road No. 137 and find that the vacation will not adversely affect the State Highway Division.

County Road No. 137 crosses the Oregon Coast Highway between the Arch Cape Creek Bridge and the entrance to the Arch Cape Tunnel. A short portion of the road is built on each side but it is grown up with alders and receive very little if any usage. A road constructed at this location would be a hazard.

The county will be vacating the road as a county road and dedicating it to the public.

The State Parks Division is already aware of this and will be using a portion of this public land for their proposed trail. Other than the State Parks there will be no problems for the State Highway Division in the vacation of County Road No. 137.

ELE:jb

8045

FORM S-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 31, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Specifications Unit

NOTED
E. S. HUNTER

SUBJECT Footpaths and Bicycle Trails for
Oswald West State Park
Trail Construction Project

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
1	Footpath	All	All		$24,900
2	Trail Puncheon	Lin. ft.	180	$20	3,600
3	Timber Footbridge	Lin. ft.	120	45	5,400
				TOTAL	$33,900

Width: _____ Length _____

Total of all contract items $ 33,900
100 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
J. H. Versteeg
L. W. Rullen
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
JUL 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8045

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1974

TO Transportation
Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
July 16 and July 25 Bid Lettings

Bids will be taken July 16 and July 25 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

July 16 Bid Letting

1. Shutler Station - Olex
John Day Highway, Gilliam County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Willow Creek - Vale
John Day Highway, Malheur County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

3. Odell Butte - The Dalles-California Highway
Willamette Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Fort Klamath - Lobert Junction
Crater Lake Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

5. Oregon City - Carus
Cascade Highway, Clackamas County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

July 25 Bid Letting

1. Arlington Interchange - Irrigon Junction
Columbia River Highway, Gilliam and Morrow Counties

Grade, Pave, Guardrail and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

2. Irrigon Junction - Stanfield Junction
Columbia River Highway, Morrow and Umatilla Counties

Grade, Pave and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

3. West Fremont Interchange
Stadium Freeway, Multnomah County

Roadside Improvement and Mini-Park Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Main Avenue and Third Street (Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

Grade and Pave Project

Concrete sidewalks will be incorporated in this project on a replacement-in-kind basis.

5. Winston-Shady Interchange
Coos Bay - Roseburg and Dillard Highway
Douglas County

Grade, Pave, Structures and Signals Project

An eight-foot Class I bicycle/pedestrian facility separated from the highway will be provided along the length of the project.

6. Deschutes River Bridge
Warm Springs Highway, Jefferson County

Footbridge Project

The purpose of this project is to provide a pedestrian bridge across the Deschutes River. This project will be charged to the Bikeway Program.

7. Fort Stevens State Park
Clatsop County

Paving Project

This project includes asphalt concrete bikeway surfacing within the State park, which will provide an extension of the park's bikeway system.

8. Oswald West State Park
Clatsop and Tillamook Counties

Trail Construction Project

A pedestrian trail will be provided within the State park.

These projects will be on the agenda for your consideration at the July 30 meeting and your approval is requested.

bc: C. W. Head
G. H. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Ruline
Gary Sund
R. E. Whipps

WHM:ko cm

9045

cc: E. S. Hunter
L. W. Kaiser
W. J. Hart
Robert E. Royer
George Wills
C. G. Swanson
F. E. Terpin
D. L. Trout
Dave Talbot
C. O. Fredrickson (2)

cc's sent 7-5-74

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

July 2, 1974

NOTED
E. S. HUNTER

Oregon State Highway Division
% Mr. J. H. Versteeg
Road Design Engineer
State Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission staff has reviewed your preliminary plans for a foot path at Oswald West State Park. Construction of the proposed path should not cause any significant problems to either fish or wildlife. We would encourage the Highway Division to design the path to discourage use of motorized vehicles.

If I may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon

JEL:lo

RECEIVED
JUL 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 1974
ROAD DESIGN SECTION

8045

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
E. S. HUNTER

May 14, 1974

TOM McCALL
GOVERNOR

P. S. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook
Intergovernmental Council
Post Office Box 488
Cannon Beach, OR 97110

FROM L. H. Rulien
Project Management Engineer

SUBJECT Notice of Intent for BOR Funds
State Administrative Dist. No. 1
Oswald D. West State Park Footpath OP 813
Clatsop and Tillamook Counties

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 15, 1974. If additional information is desired, please contact Mr. W. J. McCallum, phone 378-6596.

BLG:bb
Attachments

cc: E. S. Hunter
D. G. Talbot
W. J. McCallum
J. H. Versteeg
R. E. Royer
J. B. Boyd
H. S. Cox
Gary Potter
B. L. Gifford
R. H. Chase
E. L. Everton
C. O. Fredrickson

RECEIVED
MAY 14 1974
OFFICE OF
[illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	[14] PNRS #	[9] CARD TYPE		Form Rev. [70]
02	[13] APPLICANT: Oregon State Highway Division	[28]	[45] DIVISION: Parks and Recreation		
03	[13] APPLICANT ADDRESS: STREET: State Highway Building	[48]	[46] CITY: Salem	[56]	ZIP: 97310 [60]
04	[13] CONTACT PERSON: Walter J. McCallum	[48]	[46] AREA CODE: 503 [48] [49] PHONE: 378 [55] [56] EXTENSION: 6596 [59]		[71]
01	[13] PROJECT TITLE: Oswald D. West State Park Footpath OP 813			Dist. 1	
11	[13] PROJECT LOCATION: CITY: Near Cannon Beach	[48]	[46] PROJECT LOCATION: COUNTY: Clatsop and Tillamook		[79] [71]
05	[13] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct approximately 3-1/2 miles of footpath in Oswald D. West State Park south				[71]
06	[13] of Cannon Beach. The trail runs from the north end of Arch Cape Tunnel to tie in				[71]
07	[13] with the existing trail system on Cape Falcon. The trail will be 3 feet wide and				[71]
08	[13] surfaced with native materials.				[71]
09	[13] This is a State Parks project.				[71]
10	[13]				

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[13] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	30,000	-	30,000	-	-	60,000

13	[13] TYPE OF OTHER FEDERAL FUNDS (See 12B): - [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E): - [79] [71]
14	[13] FEDERAL PROGRAM TITLE: Land and Water Conservation Fund	
15	[13] FEDERAL AGENCY NAME: Dept. of the Interior [45]	[46] FEDERAL SUB-AGENCY NAME: Bureau of Outdoor Recreation [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No	(D) REVIEW REQUIRED by A-95 Yes	(D) No	(E) ENVIRONMENTAL IMPACT Yes	(E) No	(F) HOUSING RELOCATION REQUIRED Yes	(F) No
[X] 29	[ ] 30	[ ] 31	[X] 32	[ ] 33	[X] 34	[X] 35	[ ] 36	[X] 37	[ ] 38	[ ] 39	[X] 40

(See IV, Page 2) (G) ESTIMATED APPLICATION FILING DATE:	[41] MONTH: July [42]	[43] DAY: 15 [44]	[45] YEAR: 1974 [46]

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER OR PUBLIC LAW NO. AND TITLE 15.400

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 14, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 14, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Parks Branch, Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) SCORP

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN None

(a) Federal Congressional District(s) Number(s) 1

(b) State Representative District(s) Number(s) 2 & 3

(c) State Senatorial District(s) Number(s) 1 & 2

STATE AGENCIES ONLY

VI. (a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$ -	$ 30,000	$ -

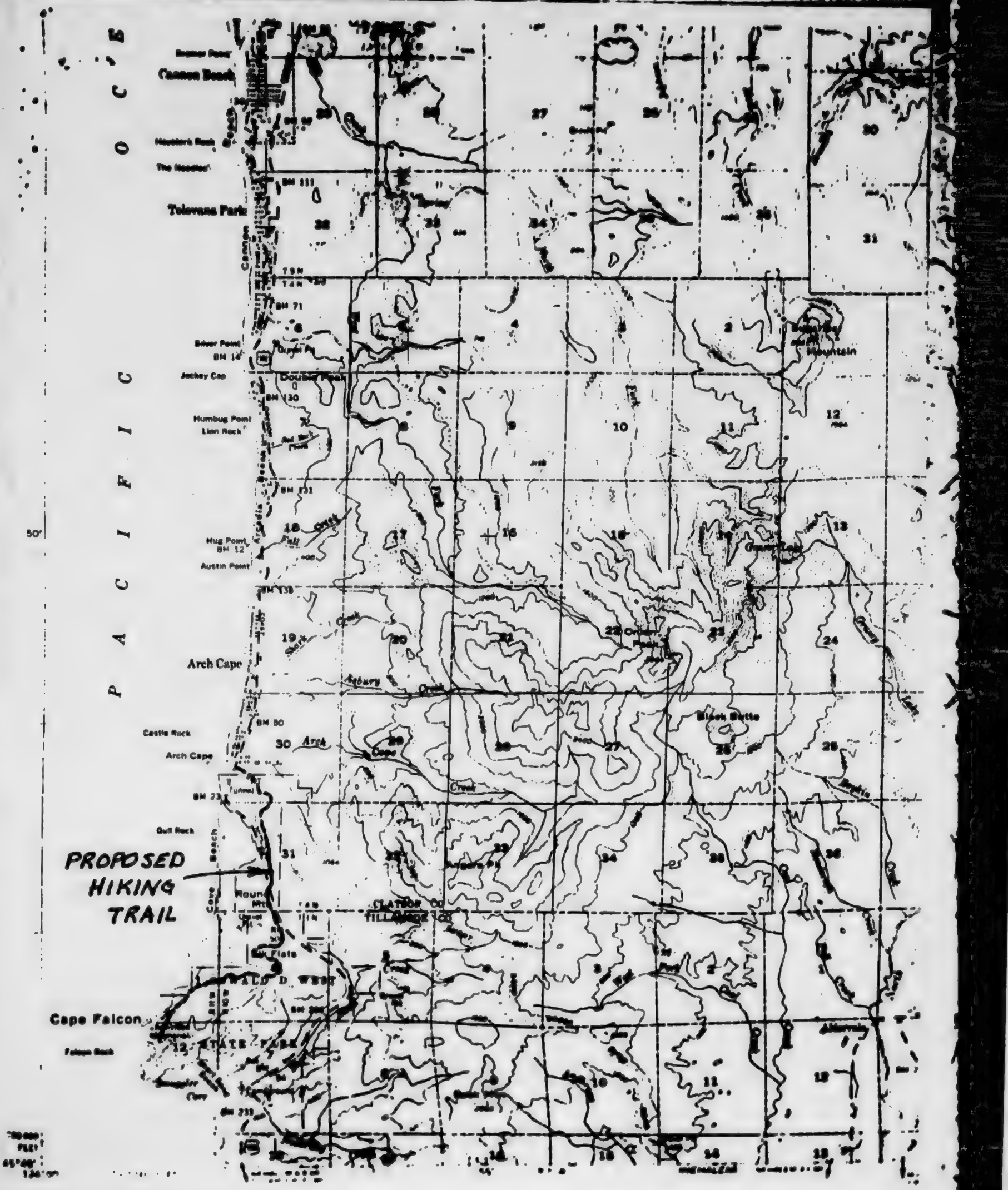
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% 50 $ 30,000	% 50 $ 30,000	% 100 $ 60,000
Second Year	% — $ —	% — $ —	% — $ —
Third Year	% — $ —	% — $ —	% — $ —

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number —

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS


PACIFIC OCEAN
Cannon Beach
Tolovana Park
Silver Point
BH 14
Jockey Cap
Humbug Point
Lion Rock
Hug Point
BH 12
Austin Point
Arch Cape
Castle Rock
Arch Cape
Gull Rock
PROPOSED HIKING TRAIL
Round Mtn.
Cape Falcon
Falcon Rock
STATE PARK
Ecola Creek
Elliott Creek
Asbury Creek
Arch Cape Creek
Indian Creek
Bald Peak
Saddle Mountain
Onion Peak
Black Butte
Neahkahnie Mountain
Nehalem Bay
Nehalem River
Clatsop Co.
Tillamook Co.
50°
45°00'
123°00'

8046 Winston-Shady Intchg. Sec. 1974
of Coos Bay-Roseburg-Dillard #1
Hwys.(grade,pave,struct.sign.sig)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-29(19)

STATE PROJECT NO. WINSTON-SHADY INTERCHANGE

COUNTY NAME DOUGLAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. P-494

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

REFERRED TO 12-22-72

BY

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 19, 1972	PRIMARY ROUTE #14
		STATE ROUTE NUMBER: COOS BAY-ROSEBURG HIGHWAY #35

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF FIVE PARCELS, FILE NUMBERS 47631, 47632, 47633, 47634 AND 47635 AS REQUESTED IN MR. YOUNG'S DECEMBER 7, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE # 47631, 47632, 47633 47634 AND 47635

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) RELOCATION PAYMENTS.

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

RECEIVED
STATE HWY ENGR
DEC 21 '72
REFER TO
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-19-72		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

December 7, 1972

G. L. Green, Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

L. H. Young
Programing Engineer

Project No. F-29(19)
Winston-Shady Interchange Sec. (ROW)
(Files 47631, 47632, 47633, 47634 & 47635)

We hereby request your authorization to proceed with the actual acquisition of the above-listed additional properties on the subject project as outlined in red on the enclosed sketch maps. There are no improvements within the areas to be acquired from these properties, therefore no relocation assistance is required. No increase in total cost or Federal funds for the project as programed and under project agreement is anticipated for these additional properties.

Enc.

cc: J. R. Oakes
R. M. Chase
M. Mitchell

8046

RECEIVED
STATE HWY ENGR
NOV 17 '72
REFER TO
FOR
GEN | TRAF | RTE | DIR | CONST | MAT | FIN

FOR FILING

UTILITY UNIT
OREGON STATE HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 378-6511

November 17, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. E. A. Kendrew
Assistant Engineer

RE: Revised Vicinity Map and Plan and Elevation Drawings
Shady Overcrossing
Winston-Shady Interchange Sec.
Douglas County
R/W File: 45415
Your File: 322
0-0-71-9

Gentlemen:

This is in reply to your letter dated October 27, 1972, wherein you advise that our bridge drawings Nos. 28530 and 26004, submitted with my letter dated October 17, 1972, do not agree with the description submitted with our letter dated May 21, 1971.

Enclosed you will find two prints each of drawings 28530 and 26004, which have been revised to show the station of the intersection of the center lines as you requested in your October 27 letter.

The end of the existing 36-inch pipe beneath your tracks must be removed during construction of the footing. When that is completed, the pipe will be replaced and extended as shown on drawing No. 28530.

Bids for this project are now scheduled to be opened on April 26, 1973. Additional information will be submitted to you as it becomes available.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Enclosures

cc: Southern Pacific - San Francisco w/2 prints of drawings

bc: F. B. Klaboe
L. H. Young
W. J. Hart
C. T. Keasey
F. L. Hall
J. H. Versteeg
M. G. Havig - w/enc.

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 16, 1972

NOTED
A. E. JOHNSON

To: MEMO TO THE FILE

SUBJECT: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Frank Terpin and Norm Henry from Design Section, along with Al Bates and I, met with Harley Means, Mayor, and Al Hooten, City Administrator of Winston, to discuss the City proposed design changes through the city street areas. The meeting was held in the Winston City Hall beginning at 10:30 A.M.

Frank Terpin pointed out the cost of staggered planters in the sidewalk area would be considerable since many sections would require retaining walls to provide the extra width. In addition, we all agreed planting right behind the curb, which would be subject to detrimental effects generated by traffic, was not the reasonable thing to do. After discussing several other related items and considering all extra costs which must be borne by the City, it was decided the logical thing to do would be to construct on the basis of the planned 5-foot sidewalks.

Any planting areas desired by the City behind the sidewalk could still be done at a later date. At the request of the City we agreed to adjust roadway grades and crown as much as possible to conform to the adjacent topography which will minimize cuts and fills. This will assist the City in their proposed beautification program.

One other item discussed was the closure of Thelma Street. The intersection with the new section occurs on a curve and would present a hazard because of poor sight distance. Traffic normally entering the highway here would then travel southerly on an existing frontage road to Winston Section Road. The City

NOTED
E. S. HUNTER

RECEIVED
NOV 24 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

is planning to adopt a resolution at the next council meeting to effect the closure. I would suggest some minimal grading and gravel surfacing be done to upgrade the existing frontage road.

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson ✓
C. T. Keasey
Frank Terpin
A. W. Bates
Al Hooten

8045

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 7, 1972

SUBJECT: Engineering Personnel
Region III

To: A. E. Johnson
Asst. State Highway Engineer
S A L E M

We are attempting to determine our engineering personnel needs over the next few months. These needs are tied to the contract letting of the Cape Arago Highway-Woodland Drive project in Coos Bay and the Winston-Shady Project in Douglas County. Present contract schedule has January and February lettings for these two projects.

Rumor has it that it will require six to eight months to get these environmental impact statements cleared. This would move the contract letting for these projects up to the middle of 1973. This in turn shifts our personnel needs up from January 1973 to June 1973.

If you have any additional information on this subject, we would appreciate hearing about it so we can make a more realistic personnel needs projection.

J. H. VERSTEEG
Region Engineer

JHV/cw

cc E. S. Hunter
C. T. Keasey

RECEIVED
NOV 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1972

8046 FOR FILE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE

TO

Salem, Oregon

November 9, 1972

Mr. T. W. Litchfield
Railroad & Utilities Engineer

FROM L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT Shady Oxing of SPRR, Bridge 2173A
Winston-Shady Section
CoosBay-Roseburg Highway
Douglas County

Enclosed are five prints of drawings 28530 and 26004 which have been charged to show the station of the centerline as requested by the Railroad in their October 27, 1972, letter.

The end of the existing 36-inch pipe and the headwall will have to be removed during footing construction. The pipe will then be replaced and extended.

Please use these prints to replace those previously submitted to you.

LLW:dh
Enclosure

cc E. S. Hunter
R. W. Ellison
A. A. Rear

NOTED
E. S. HUNTER

RECEIVED
NOV 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8046

RECEIVED
STATE HWY ENGR
OCT 17 72
REFER TO
FOR

FOR FILING
UTILITY FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 17, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Vicinity Map and Plan for
Elevation Drawings
Shady overcrossing
Winston-Shady Interchange Section
Douglas County
R/W File: 45415
Your File: 322
0-0-71-9

Gentlemen:

Herewith for your review and approval you will find two prints each of Bridge Drawings No. 28530 and 26004, plan and elevation and vicinity map, for the above captioned structure.

Bids for this project are to be opened by the Oregon State Highway Division on February 22, 1973.

Please advise of any changes you wish incorporated in the final construction plans at an early date so that our project may proceed on schedule.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco w/enclosures

F. B. Klaboe
L. H. Young
W. J. Hart
C. T. Keasey
F. L. Hall
J. H. Versteeg
M. G. Havig

8046

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

RECEIVED
OCT 20 1972

U DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FOR FILING

TO : Mr. George H. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 17, 1972

In reply refer to: 10-35.7

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston-Shady Interchange Section
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on January 28, 1971. Federal participation is subject to the provisions of the 80 Series PPMs.

An executed copy of the project agreement has been forwarded separately.

Enclosure

RECEIVED
STATE HWY ENGR
OCT 19 '72
REFER TO
FBK
FOR

10-20-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FORM 6-00 (REV. 10-00)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: October 16, 1972

SUBJECT:

To: R. L. Schroeder
Asst. State Highway Engineer
B U I L D I N G

FROM: (For) L. E. George
Traffic Engineer

SUBJECT: Request for Signalization
Coos Bay-Roseburg Highway
at Junction with Dillard Highway
Winston

Attached is a copy of correspondence and traffic data from the Region recommending the installation of a traffic signal at the above intersection.

The installation of signals is warranted. The estimated cost is $30,000.

It is recommended the signals be included in the contract for the Winston City section of the Coos Bay-Roseburg Highway. If you approve, I will prepare the necessary agreements for submission to the city.

VPJ:sv

Attachment

Approved 10/18/72
Asst. State Hwy. Engr.

Originals returned to George 10-19-72

NOTED
R. L. SCHROEDER

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 11, 1972

SUBJECT: Request for Signalization
Coos Bay-Roseburg Highway
at Junction with Dillard Hwy.
Winston

To: L. E. George
Traffic Engineer
S A L E M

As you know the Winston-Shady Section of the Coos Bay-Roseburg Highway is scheduled for reconstruction to four lanes and the contract was to be let in early 1973. I understand that some delay is now expected due to an environmental impact study which is required.

Mr. Scofield of your office contacted me regarding permanent signing and brought to my attention plans for a 100' radius in the northwest quadrant. It was also remembered that Mr. Hooten, City Manager, Winston, had asked if a signal was to be included in the contract plans.

The latest manual count data was obtained in January, 1970. Based on this low volume month and two year old data, the standard 70% reduced warrant based on population under 10,000 is nearly met. The 1971 ADT by legs is 2,000 vehicles higher than those counted in January 1970. For this reason the standard warrant exists without doubt today.

It is recommended that three-phase, fully actuated solid state signal be installed under the contract and that possibly a south to north free flow movement be provided. Also, consideration should be given to a larger radius and island in the northwest quadrant.

Glen L Clark

GLEN L. CLARK
Region Traffic Engineer

NOTED
TRAFFIC CONTROL
ENGINEER

GLC:cc
cc: Frank Hall
Jack McCormick

John W. Scheldrake
REG. MAINT. ENGR.

OCT 12 1972
RECEIVED
OCT 13 1972
TRAFFIC ENGINEERING

FORM S.50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 11, 1972

SUBJECT: Request for Signalization
Coos Bay-Roseburg Highway
at Junction with Dillard Hwy.
Winston

To: L. E. George
Traffic Engineer
S A L E M

As you know the Winston-Shady Section of the Coos Bay-Roseburg Highway is scheduled for reconstruction to four lanes and the contract was to be let in early 1973. I understand that some delay is now expected due to an environmental impact study which is required.

Mr. Scofield of your office contacted me regarding permanent signing and brought to my attention plans for a 100' radius in the northwest quadrant. It was also remembered that Mr. Hooten, City Manager, Winston, had asked if a signal was to be included in the contract plans.

The latest manual count data was obtained in January, 1970. Based on this low volume month and two year old data, the standard 70% reduced warrant based on population under 10,000 is nearly met. The 1971 ADT by legs is 2,000 vehicles higher than those counted in January 1970. For this reason the standard warrant exists without doubt today.

It is recommended that three-phase, fully actuated solid state signal be installed under the contract and that possibly a south to north free flow movement be provided. Also, consideration should be given to a larger radius and island in the northwest quadrant.

Glen L Clark

GLEN L. CLARK
Region Traffic Engineer

GLC:cc
cc: Frank Hall
Jack McCormick

APPROVED
John W. Blackburn
REG. MAINT. ENGR.

OCT 12 1972

RECEIVED

OCT 13 1972

TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGINEER

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

LOCATION: Junction Coos Bay-Roseburg Hwy. and Dillard Hwy.

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Max. 8 Hrs. (Total of both approaches)	321	398	413	336	319	603	752	476
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from each approach)	132	147	189	165	144	213	179	149
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	-	-	-	-	-	-	-	-

	Minimum Volume Warrant	70%	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	500	350	5
Minor Street	150	105	8
2. Interruption of Continuous Traffic:			
Major Street	750	525	2
Minor Street	75	53	8
3. Minimum Pedestrian Volume:			
Major Street	600	420	-
Minor Street	150	105	-
4. Accident Experience:			
Preventable Accidents (last 12 months)			
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		931	
Minimum Warrant		800	

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

OREGON [illegible]

Traffic Engineering Division

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Oct 20-21-1970

DAY OF WEEK Tues-Wed

ACTUAL COUNT (VEH) 16 HRS.

HOURS COUNTED 6:00A-10:00P

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6:00A-10:00P

WEATHER Cloudy-Rain

CITY OF Winston

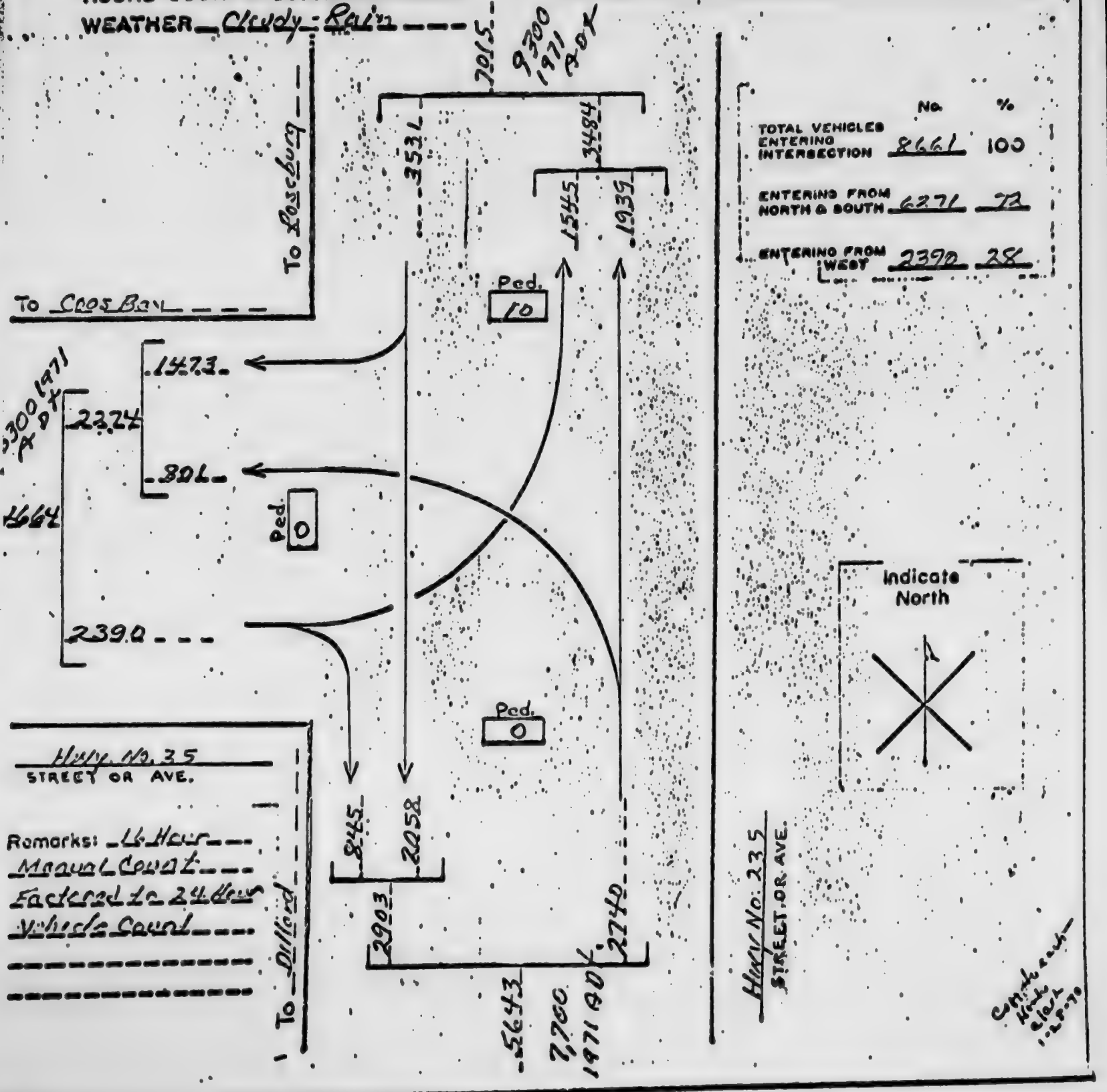
INTERSECTION OF Coos Bay-Ro. Hwy Hwy No 99

AND Dillard Hwy No 235

STATION NO. 00-23-38 Hwy No 35

CODE NO.

CLASSIFICATION



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8661	100
ENTERING FROM NORTH & SOUTH	6271	72
ENTERING FROM WEST	2390	28

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Jan. 20 & 21 - 1970
Day of week Tues. & Wed.
Hours counted 6:00 A - 10:00 P
Weather Cloudy - Rain

Classification All Vehicles

City of Winston
Intersection Coos Bay - Roseburg Hwy. & Dillard Hwy No. 235
Station number 09-F-32 Hwy. No. 35
Code number

Entering Volumes

TIME	SUMMARY BY MOVEMENTS: North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS: North S	O
6:00- 7:00			33	32	198	31					46	9	349	271	78	78	22	231		78	40		
7:00- 8:00			85	75	272	95					54	43	624	495	79	129	21	357		129	138		
8:00- 9:00			52	67	67	79					42	41	348	239	69	109	31	119		109	120		
9:00-10:00			67	118	94	107					59	51	496	319	64	177	36	161		177	158		
10:00-11:00			95	91	109	85					41	32	453	321	71	132	29	204		132	117		
11:00-12:00			95	93	111	138					55	54	545	398	73	147	27	206		147	192		
12:00- 1:00			133	122	104	102					67	74	602	413	69	189	31	237		189	176	1	
1:00- 2:00			126	111	94	85					54	31	501	336	67	165	33	220		165	116	4	
2:00- 3:00			76	95	113	80					49	42	463	319	69	144	31	188		144	131		
3:00- 4:00			124	136	159	192					77	98	816	603	74	213	26	313		213	290		
4:00- 5:00			112	107	115	379					72	96	931	752	81	179	19	277		179	475	1	2
5:00- 6:00			138	97	114	149					52	75	625	476	76	149	24	252		149	224	2	
6:00- 7:00			91	104	79	113					41	31	459	314	68	145	32	170		145	144		
7:00- 8:00			42	77	42	40					24	20	245	144	59	101	41	84		101	60		
8:00- 9:00			44	50	43	37					19	13	205	136	66	69	34	86		69	50		
9:00-10:00			26	31	79	42					16	18	212	165	78	47	22	105		47	60		
10:00-11:00																							
11:00-12:00																							
12:00- 1:00																							
1:00- 2:00																							
2:00- 3:00																							
3:00- 4:00																							
4:00- 5:00																							
5:00- 6:00																							
Hour total .			1473	1545	2058	1939					545	801	8661	6271	72	2390	28	3531		2390	2740		
Hour total .			1329	1405	1814	1765					768	728	7874	5701	72	2173	28	3210		2173	2491	3	7
Hour total .																							
ral . . .																							
tal . . .																							

Dillard Hwy. No. 235 St. is North and South

Coos Bay - Roseburg Hwy. No. 35 St. is East and West

Tabulated by LWW

Computed by LWW

Checked by

Checked by

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

22-21-1970
Tues. & Wed.
6:00 A - 10:00 P
Cloudy - Rain

City of Winston
Intersection Coos Bay-Roseburg Hwy #235 &
Station number 00 - Pillard Hwy #25
Code number
Classification All Vehicles — Entering Volumes

SUMMARY BY MOVEMENTS											From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	South
39	32	198	31					46	9	349	271	78	78	22	231		78	40	8 0			
5	75	272	95					54	43	624	495	79	129	21	357		129	138				
52	67	67	79					42	41	348	239	69	109	31	119		109	120				
7	118	94	167					59	51	496	319	64	177	36	161		177	158				
15	91	109	85					41	32	453	321	71	132	29	204		132	117				
15	92	111	138					55	54	545	398	73	147	27	206		147	192				
3	123	104	102					67	74	602	443	69	189	31	237		189	176	1			
26	111	94	85					54	31	501	336	67	165	33	220		165	116	4			
6	95	112	81					49	42	463	319	69	144	31	188		144	131				
24	156	159	192					77	98	816	603	74	213	26	313		213	290				
2	107	115	379					72	96	931	752	81	179	19	277		179	475	1 2			
38	97	114	149					52	75	625	476	76	149	24	252		149	224	2			
91	104	79	113					41	31	459	314	68	145	32	170		145	144				
13	77	42	40					24	20	245	144	59	101	41	84		101	60				
44	50	43	37					19	13	205	136	66	69	34	86		69	50				
26	31	79	42					16	18	212	165	78	47	22	105		47	60				
73	1545	2058	1939					545	801	8661	6271	72	2390	28	3531		2390	2740				
29	1405	1871	1765					768	728	7874	5701	72	2173	28	3210		2173	2491	3 7			

Tabulated by WWP
Computed by WWP
Checked by
Checked by

Coos Hwy. No. 235 St. is North and South
Bay-Roseburg Hwy No. 35 St. is East and West

8046

RECEIVED
SEP 27 1972
FOR FILING

September 26, 1972

Mr. Al R. Hooten
City Administrator
City of Winston
P. O. Drawer 750
Winston, Oregon 97496

Dear Mr. Hooten:

Re: Winston-Shady Section
Coos Bay-Roseburg Highway

Thank you for your letter with comments on the Winston-Shady project. Your proposal to add planter areas by changing alignment of the sidewalk at light poles appears to have considerable merit and, if feasible, will be included in the plans.

The area between the walk and the right of way line was, as you mentioned, acquired for slopes and utilities. Transferring the walk from the curb line to this area could create right of way problems for containing the roadbed slopes. In addition, the planter areas probably will complicate access locations. However, with the City willing to finance the extra costs we feel that a satisfactory plan can be developed. We will be in further contact with you as the plans become more detailed and final.

At the present time this project is carried on a schedule for contracting early next spring. However, this date is not firm and cannot be expedited because of Federal regulations requiring an environmental study that must be submitted and acted on before the plans can be approved for Federal participation in financing the project.

Your interest is appreciated and we will make every attempt to contract the project as early as possible.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

FLH:jh/ESH:jf

bc: F. B. Klaboe
Frank Hall
J. H. Versteeg

CITY of WINSTON

P.O. DRAWER 750 97496
HOME OF THE DILLARD MELON

September 14, 1972

RECEIVED
STATE HWY ENGR
SEP 18 '72
REFER TO
FOR
Info | Chief | Asst | Dist | Dist | Dist | File

F. B. Klaboe
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Again we would like to say, thanks, to the Highway Commission for the cooperation with the City of Winston on our storm drainage efforts in the crossing of Highway 42.

We are now finalizing this project and with the help that was given in the crossing we can see the complete solution in this particular area of the total drainage problem.

Recently I had a short discussion with Mr. Glen Clark here at the Roseburg Office concerning a possible beautification effort that could be included in the design of the Winston-Shady Interchange as it would apply within the City of Winston.

The proposed design calls for 4 - 12' travel lanes with a 16' turn median along with a 4' safety zone next to the curb line. A 5' sidewalk is proposed to abutt the curb, leaving the balance of the right of way for slope, cut and whatever.

Our proposal suggests that where a light pole is placed a planter area might be designed to an approximate 4' width and of varying length paralleling the street. This would cause the sidewalk to abutt the curb at various locations and then transfer away from the curb toward the back of the right of way next to buildings allowing for a staggered planter effect along the project.

As it turned out there seems to be a good feeling about the overall concept with the group of Highway Commission people that met with me last Monday here at City Hall.

The local Chamber of Commerce has endorsed the idea, the City Planning Commission approved it and recommended to the City Council that it be considered with the idea that the City be financially responsible for the added costs of this type of structure over and

above those of the conventional straight 5' sidewalk abutting the curbline that is presently incorporated in the design criteria.

We know that this calls for a greater effort on all concerned, however, we feel that very few communities have this type of opportunity to create a very realistic beautification program along with a major project such as this.

We would urge expediting this total project because of the very obvious increase of traffic due to the opening of the World Wildlife Safari here at Winston.

Thanking you for your consideration, I remain,

Yours very truly,

Al R. Hooten
City Administrator

AH:dm

8046

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 12, 1972

SUBJECT: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

To: F. B. Klaboe
Deputy State Highway Engineer
S A L E M

A meeting was held with Al Hooten, City Manager, City of Winston, on September 11, 1972. The purpose of the meeting was to discuss the city's proposed "Old West" theme and possible changes in the proposed highway construction through the City of Winston.

After we had determined that there would be no utility conflicts, the rest of the city's proposal was acceptable to us.

During final design and construction of this project, every attempt will be made to incorporate the city's planter and landscaping proposal into the project.

J. H. VERSTEEG
Region Engineer

JHV/cw

NOTED
F. B. KLABOE

cc Frank Hall
Walter J. Hart
Donald N. Harwell
D. N. Stoudenmeyer
A. W. Bates

RECEIVED 8046

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 8, 1972

To: F. B. Klaboe
Deputy State Highway Engineer
S A L E M

SUBJECT: Winston-Shady Section
Coos Bay-Roseburg Highway

NOTED
F. B. KLABOE

The City of Winston has adopted "The Old West" theme for the section of this project within the City. To accomplish their goal, a number of plan changes will need to be made on this project and, in addition, a number of utility conflicts will develop.

A meeting has been set up at the Winston City Hall at 10:00 A.M. September 11 to discuss the plan with Al Hooten, City Manager. We have asked the Bridge Division, the Design Section and County-City to send representatives. This notice to them was admittedly very short and some of them may not be able to attend.

J. H. Versteeg

J. H. VERSTEEG
Region Engineer

JHV/cw

cc Walter J. Hart
Frank Terpin
Don Harwell

RECEIVED
STATE HWY ENGR.
SEP 11 '72
REGION 10
FOR

Region office copy

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 6, 1972

To: J. H. Versteeg
Region Engineer
O F F I C E

SUBJECT: Requested Changes
Winston-Shady Interchange Sec.
Coos Bay-Roseburg Highway
Winston

As you know, Mr. Al Hooten, City Manager of Winston, contacted this office several days ago advising that the City was adopting "The Old West" theme and requested the procedures to go through to have certain changes made in the subject contract plans now being developed. These changes were all behind the curb line and involved planters and illumination poles.

As you also know, Mr. Hooten was advised that it was not too late to make minor changes but that the cost of all such changes would be borne by the City. It was suggested that sketches be supplied to this office so that an estimate could be made of the cost of such revision.

Mr. Hooten brought the attached sketch and illumination plan to this office this date. He stated he had the approval of the City Planning Commission, the Chamber of Commerce and last night (September 5) had obtained the approval of the City Council.

The pole line for the illumination will be placed in the planter areas. The planters will have to be designed in relation to existing accesses and business doorways. The planters will be set back to the right of way line and up to the curb line. Mr. Hooten stated that he will be available to explain the details to whoever is assigned the revision project.

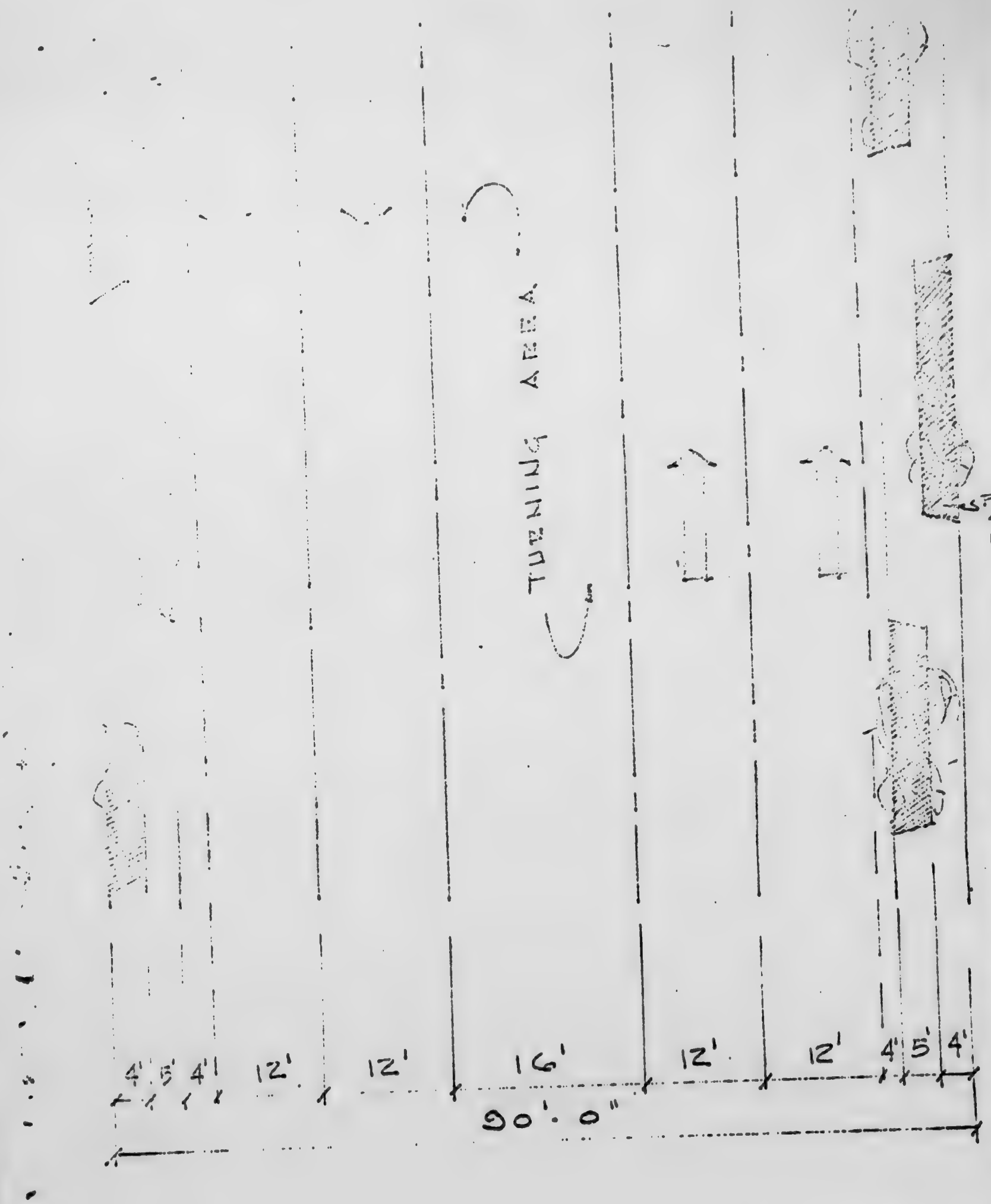
It is recommended that this sketch be submitted to Frank Hall so that the design can be changed prior to contract letting and so that an estimate can be made reflecting the added expense so an agreement can be made with the City. The illumination plan should be sent to the Traffic Section for their review as to safety and illumination standards and to the Design Section for pole locations.

Glen L Clark

GLEN L. CLARK
Region Traffic Engineer

GLC/cw
Attach.
cc L. E. George
Frank Hall
J. C. McCormick

APPROVED
By J. H. Versteeg
J. H. VERSTEEG
Region Engineer


TURNING AREA
4'
5'
4'
12'
12'
16'
12'
12'
4'
5'
4'
90'-0"

PACIFIC POWER & LIGHT COMPANY
INTERNAL CORRESPONDENCE

PLEASE REFER TO FILE NO.

SUBJECT:

RECEIVED
MAR 4 1972

Portland, Oregon
March 1, 1972

Mr. Dale Addington
Roseburg, Oregon

Street Lighting - Winston, Oregon

Attached are 9 copies of a proposal covering street lighting recommendations for U. S. Highway No. 99 and a portion of the Coos Bay Highway No. 42 in Winston, Oregon.

It is suggested that 38 - horizontal 55,000 lumen mercury vapor street lights be installed on new wood poles with overhead service on Highway No. 99 and the portion of Highway No. 42 from Glenhart Avenue to U. S. Highway 99.

Total cost to the City for proposed street lighting service will be $4,332.00 annually.

The proposed system will provide a total of 2,090,000 lumens of light.

The proposal has been approved and may be presented to the City of Winston. Please let us know if we can be of further assistance.

Don Block

DB:jd
Attachments

cc: Messrs. Brennan
Bartholomew/Spicer
Mocken
Bierken/Vanderwall
Upani/Palm

* With copy of proposal

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM FR-9 (REV. 4-61)

8-15-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19-20) — PROJECT LOCATION (45 typewriter spaces) (21-65): U.S. 99 Winston N.E. 3.61 mi.

ADT: 7,800 — FUTURE ADT: 14,000 (66-69) — YEAR: 90 (70-71) — REGION: 10 (72-73) — STATE NAME: Oregon (74-75)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) (26-60): Right of Way Acquisition — NATL. FOREST (61-62)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (63-65) — SUPV AGCY (66) — DA CLASSIF. (68) — DA AREA (69) — EMERG. YR. (70-71) — PL AUTH YR (72-73)

PROJECT NUMBER: PREFIX LETTER(S) (74) F- — NUMBER-AGR (75-78) 29(19)

CARD 4 — CLASS OF FEDERAL FUNDS: Primary — COUNTY NAME: Douglas — RTE NO.: P — FEDERAL AID: 14 — STATE (79-80): 35

NAME OF URBAN AREA (19-25) — F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PROJECT ACTIVITY	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
1	(1-4)	26	41	42	43 - 46	53					(54) (55)	(59) (66)	(67) (70)	
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 1	494	F-29(19)	U.S. 99 Winston N.E. 3.58 mi. (Winston-Shady Interchange Section)	3.61	722,350		
										PROJECT TOTAL	3.61	722,350		
5					PE ROW CONST		REQUESTED REVISION Stage 2	494	F-29(19)	U.S. 99 Winston N.E. 3.58 mi. (Winston-Shady Interchange Section)	3.61	722,350 (16) (23)	458,700 (24) (33)	263,650
										PROJECT TOTAL	3.61	722,350	458,700	263,650

ROW & incl. incide demol

ROW & incl. incide demol

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

CARD 1 — COLUMN 14 → CODE 11 — CODE 2

REASON FOR CHANGE: to change programing to Stage 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: January 28, 1971

OTHER:

PROGRAM REVISION REQUESTED
DATE: 8-15-72
SIGNATURE: Programing Engineer
L. H. Young

RECOMMENDED
DATE
SIGNATURE
TITLE

APP
DATE
SIGNATURE
TITLE

8-15-72

8046

* If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO.

FORM PR-9
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

8-15-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (48 typewriter spaces)		FUTURE ADT	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
U.S. 99 Winston N.E. 3.61 mi.	ADT	7,800	14,000 (68) (70) 90 (71) (72)	10 (74) (75)	Oregon	35 (12) (13)	012 (14) (15)	494 (16)

PROPOSED WORK (30 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I. PROJECTS ONLY: POST MI.	DESIG.
ay Acquisition								F (14)	29(19) (15)		

FUNDS	COUNTY NAME	CODE
	Douglas	019

AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
		P	14 (32)	35 (36) (37)	99

WORK TYPE	SYS.	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 1	494	F-29(19)	U.S. 99 Winston N.E. 3.58 mi. (Winston-Shady Interchange Section)	3.61	722,350			ROW acquisition all phases incl. relocation payments, incidentals and building demolition.
					PROJECT TOTAL	3.61	722,350			
PE ROW CONST		REQUESTED REVISION Stage 2	494	F-29(19)	U.S. 99 Winston N.E. 3.58 mi. (Winston-Shady Interchange Section)	3.61	722,350 (16) (23)	458,700 (24) (33)	263,650	ROW acquisition all phases incl. relocation payments, incidentals and building demolition
					PROJECT TOTAL	3.61	722,350	458,700	263,650	

has been submitted Yes ☐ — PROJECT WITHDRAWN YES ☐

CODE 11 — CODE 2

REASON FOR CHANGE: to change programing to Stage 2

use two or more projects. Prepare a form PR-1 for all ing from each action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE 8-15-72	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Programing Engineer L. H. Young	TITLE	TITLE

ALT: 1

use one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 40960-P61

804

RECEIVED
AUG 11 1972

FOR FILING

August 11, 1972

Mr. E. F. Sharkey
5459 S. W. Dillard Highway
Roseburg, Oregon 97470

Dear Mr. Sharkey:

Re: 8-inch water main
Winston-Dillard Water District
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

This is in reply to your letters dated July 9 and 19, 1972 concerning the disposition of the 8-inch water line occupying the highway right of way by permit on this section.

The 8-inch water main owned by Winston-Dillard Water District conflicts with our proposed construction in various places throughout the project. The District has been notified by the State that the water line must be relocated by the Spring of 1973. Although all of the line is not in conflict with the proposed construction, the District has been advised that due to its very poor condition no portion of the water main can remain functional after the above mentioned date. The water main will be removed in the areas where it is in conflict, and probably the remainder will be drained and abandoned in place.

Our only agreement with the District is the standard permit issued to the District at the time they installed the existing main, and the letter requesting them to relocate their facilities.

No new permit has been issued to the District, however, prior to the installation of any portion of the new line on

highway right of way, the District will apply to the State for a new permit. The new permit will cancel the existing permit.

We hope that the above information is sufficiently responsive to your inquiry.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
A.E. JOHNSON

E. S. Hunter
Assistant State Highway Engineer

PGP:dl jf

bc: George Baldwin
Tom Edwards
F. B. Klaboe
R. L. Schroeder
H. S. Cox
C. T. Keasey
J. H. Versteeg
T. W. Litchfield
M. G. Havig

REFERRED TO
Admn.
BY SECRETARY

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
July 9, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Gentlemen:

The Winston-Dillard Water District, Winston, Oregon has an 8" water main buried under your right-of-way just north of the South Umpqua River bridge on highways 99 and 42 about 1 mile north of the city limits of Winston and adjacent to and in front of property owned by LeRoy and Grace Limbaugh, 5583 S.W. Dillard Highway, Roseburg, Oregon 97470 where your office recently acquired by purchase or condemnation proceedings land and a residence structure in connection with the new 4-lane highway, such acquisition being made from the Limbaughs.

Please advise what is going to happen to the 8" water main of the Winston-Dillard Water District in the location referred to in the first paragraph above as a result of the construction of the new 4-lane highway? I have read recently an article in the Roseburg, Oregon News-Review that your department has concluded agreements relative to the new construction with the City of Winston on utilities and the County of Douglas on roads, etc. but there was no mention of any agreement having been concluded with the Winston-Dillard Water District with respect to the 8" water main in the above referred to location which is outside the limits of any municipality and in the general area of the county. Is your department going to remove the 8" water main or is the Winston-Dillard Water District going to remove it or are your bulldozers and other equipment just going to plow it under when construction begins and, in any event, exactly when will this take place; viz., what month, year, etc. If your department has concluded any kind of agreement with the Winston-Dillard Water District relative to the removal or relocation, please advise the terms of the agreement and if a relocation of the water main in the location referred to is involved please advise if a permit for the relocation has been issued to the Winston-Dillard Water District and when the relocation must be made.

Very truly yours,

Eugene F. Sharkey
Eugene F. Sharkey

RECEIVED
JUL 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
Gary L. Ross
S.
Keasey
Bond
Walker
Johnson
RECEIVED
CONSTRUCTION
SECTION

RECEIVED
JUL 11 1972
OREGON
STATE HIGHWAY COMMISSION

135

August 7, 1972

Mr. Eugene F. Sharkey
5459 S. W. Millard Highway
Roseburg, Oregon 97470

Dear Mr. Sharkey:

Please pardon the delay in replying to your letters dated July 9, 19, and 25 concerning the disposition of the eight-inch water main occupying highway right-of-way by permit on the Winston-Shady Section of the Coos Bay-Roseburg Highway.

I have referred your questions to our Roseburg Regional Office for a thorough investigation, and I anticipate that this information will be available in the near future.

I am informed that the Winston-Millard Water District and the State are preparing plans for relocation of water and highway facilities respectively.

As soon as I receive a further report from our Regional Office, I will be able to furnish the information you requested.

Sincerely,

George [illegible]. Baldwin
Administrator of Highways

cc Tom Edwards
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
C. T. Keasey (Attn. Litchfield) - Please prepare further reply when you have field info.
J. H. Versteeg

5459 S.W.Dillard Highway
Roseburg, Oregon 97470
July 28, 1972

George Baldwin, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
JUL 31 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

VIA REGISTERED MAIL - RETURN RECEIPT REQUESTED

Re: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Dear Sir:

Under dates of July 9, 1972 and July 19, 1972 I mailed identical letters as follow to Oregon State Highway Division, Highway Building, Salem, Oregon 97310 regarding the above capitoned subject:

"The Winston-Dillard Water District, Winston, Oregon has an 8" water main buried under your right-of-way just north of the South Umpqua River bridge on highways 99 and 42 about 1 mile north of the city limits of Winston and adjacent to and in front of property owned by LeRoy and Grace Limbaugh, 5583 S.W.Dillard Highway, Roseburg, Oregon 97470 where your office recently acquired by purchase or condemnation proceedings land and a residence structure in connection with the new 4-lane highway, such acquisition being made from the Limbaughs.

Please advise what is going to happen to the 8" water main of the Winston-Dillard Water District in the location referred to in the first paragraph above as a result of the construction of the new 4-lane highway? I have read recently an article in the Roseburg, Oregon News-Review that your department has concluded agreements relative to the new construction with the City of Winston on utilities and the County of Douglas on roads, etc. but there was no mention of any agreement having been concluded with the Winston-Dillard Water District with respect to the 8" water main in the above referred to location which is outside the limits of any municipality and in the general area of the county. Is your department going to remove the 8" water main or is the Winston-Dillard Water District going to remove it or are your bulldozers and other equipment just going to plow it under when construction begins and, in any event, exactly when will this take place; viz., what month, year, etc. If your department has concluded any kind of agreement with the Winston-Dillard Water District relative to the removal or relocation, please advise the terms of the agreement and if a relocation of the water main in the location referred to is involved please advise if a permit for the relocation has been issued to the Winston-Dillard Water District and when the relocation must be made."

At this writing I have not received a reply to my letters of July 9, 1972 and July 19, 1972.

Is the information I am asking for classified as top secret by your office or is there a general breakdown in communications between the Oregon State Highway Division and the citizen-taxpaying public of the State of Oregon?

Please favor me with a reply by <u>return mail.</u>

Very truly yours,

Eugene F. Sharkey

S. Eugene F. Sharkey

REFERRED TO
[illegible]
BY SECRETARY

4

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
July 19, 1972

Salvaged for 12/10

Copies:
JE
FBK

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Winston-Shady Section
Coos-Bay-Roseburg Highway
Douglas County

Gentlemen:

Under date of July 9, 1972 I wrote to you as follows:

"The Winston-Dillard Water District, Winston, Oregon has an 8" water main buried under your right-of-way just north of the South Umpqua River bridge on highways 99 and 42 about 1 mile north of the city limits of Winston and adjacent to and in front of property owned by LeRoy and Grace Limbaugh, 5583 S.W. Dillard Highway, Roseburg, Oregon 97470 where your office recently acquired by purchase or condemnation proceedings land and a residence structure in connection with the new 4-lane highway, such acquisition being made from the Limbaughs.

Please advise what is going to happen to the 8" water main of the Winston-Dillard Water District in the location referred to in the first paragraph above as a result of the construction of the new 4-lane highway? I have read recently an article in the Roseburg, Oregon News-Review that your department has concluded agreements relative to the new construction with the City of Winston on utilities and the County of Douglas on roads, etc. but there was no mention of any agreement having been concluded with the Winston-Dillard Water District with respect to the 8" water main in the above referred to location which is outside the limits of any municipality and in the general area of the county. Is your department going to remove the 8" water main or is the Winston-Dillard Water District going to remove it or are your bulldozers and other equipment just going to plow it under when construction begins and, in any event, exactly when will this take place; viz., what month, year, etc. If your department has concluded any kind of agreement with the Winston-Dillard Water District relative to the removal or relocation, please advise the terms of the agreement and if a relocation of the water main in the location referred to is involved please advise if a permit for the relocation has been issued to the Winston-Dillard Water District and when the relocation must be made."

At this writing I have not received a reply to my letter of July 9, 1972.

Please favor me with a reply by <u>return mail.</u>

Noted
Gary L. Ross

RECEIVED
JUL 20 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 20 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Very truly yours,

Eugene F. Wharkey

Eugene F. Wharkey

S.

REFERRED TO
Admin.
BY SECRETARY

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
July 9, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Gentlemen:

The Winston-Dillard Water District, Winston, Oregon has an 8" water main buried under your right-of-way just north of the South Umpqua River bridge on highways 99 and 42 about 1 mile north of the city limits of Winston and adjacent to and in front of property owned by LeRoy and Grace Limbaugh, 5583 S.W. Dillard Highway, Roseburg, Oregon 97470 where your office recently acquired by purchase or condemnation proceedings land and a residence structure in connection with the new 4-lane highway, such acquisition being made from the Limbaughs.

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Very truly yours,

Eugene F. Sharkey

FBL

Noted
Gary L. Ross
S.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1972
OREGON
STATE HIGHWAY COMMISSION
JUL 1 '72

MAY 2 - 1972
Coos Bay Dist.
Winston - Sheady

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

MAY 23 1972
IN REPLY REFER TO:
EN-14

NOTED
F. B. KIMBOL

Mr. Eugene F. Sharkey
5459 S.W. Dillard Highway
Rosebury, Oregon 97470

Dear Mr. Sharkey:

We regret the delay in replying to your letter of April 21, 1972, concerning the effect of highway construction on the possible termination of water service to your property. The widening and realignment of Old Pacific Highway 99 which you refer to is being undertaken as a Federal-aid highway project with Federal funds involved.

Under the Federal-aid highway program, Federal funds may participate in the costs of relocating utility facilities necessitated by the construction of a Federal-aid highway project. Federal law provides that Federal funds may be used to reimburse the State for costs incurred in relocating utility facilities where payment of such costs by the State does not violate State law or any legal contract between the utility and the State. Federal funds can only be used to reimburse the State for its costs, and cannot be used to reimburse a utility directly.

In Oregon, the State pays for the cost of relocating public utilities under two general conditions. The first condition stems from Oregon Law, Chapter 272, a copy of which is enclosed for your information. This Act requires the State to pay for relocating Governmentally-owned public utility facilities on public right-of-way except where the utility is on the right-of-way under permit, with the provision that the permittee will bear the cost of any relocation. The second condition occurs where the utility to be relocated has the right of occupancy in its existing location by reason of holding fee, an easement, or other real property interest which would be compensable under the laws of eminent domain.

7-6-72
Hall

RECEIVED
JUN 5 1972

MAY 24 1972

Court
Mail
Coos Bay Reg.
Winston - Sheridan

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

MAY 23 1972
IN REPLY REFER TO:
EN-14

NOTED
F. B. KIMBER

Mr. Eugene F. Sharkey
5459 S.W. Dillard Highway
Roseburg, Oregon 97470

Dear Mr. Sharkey:

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7-6-72

RECEIVED
JUN 8 1972

Our field office advises that those lines of the Roberts Creek Water District which are being relocated at Oregon State Department of Transportation expense, in conjunction with the highway project, fall within one of the foregoing categories; therefore, the cost of relocation is being borne by the State Department of Transportation. In the case of the Winston-Dillard Water District, we have been informed that their lines are located on existing highway right-of-way by permit requiring that they bear the cost of relocation. Therefore, the State does not have the legal authority or obligation to pay for the relocation, and as previously mentioned, there can be no Federal fund reimbursement in this case.

I hope that the above information is sufficiently responsive to your inquiry. If we can be of further assistance, please let us know.

Sincerely yours,

/S/ D. W. LOUTZENHEISER

D. W. Loutzenheiser, Director
Office of Engineering

Enclosure

CHAPTER 272

AN ACT

[SB 312]

Relating to facilities in or on the right of way of a public highway or roadway.

Be It Enacted by the People of the State of Oregon:

Section 1. (1) When location, construction, relocation, reconstruction, maintenance or repair of a state highway requires relocation of any facilities placed or maintained in or on a public right of way by any municipal corporation, or a district or authority established under ORS chapters 264, 450, 451 or 545, the State Highway Commission shall pay the municipal corporation, district or authority whose facilities are so required to be relocated the reasonable expenses of relocation, less any benefits and salvage of the relocation.

(2) Subsection (1) of this section shall not apply to facilities located in or on the right of way of a state highway under permits issued by the State Highway Commission upon the condition that the permittee would bear the cost of any relocation.

Approved by the Governor May 15, 1967.
Filed in the office of Secretary of State May 15, 1967.

5459 S.W.Dillard Highway
Roseburg, Oregon 97470
April 21, 1972

Federal Highway Administration
Washington, D. C.

Re: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County, Oregon

Gentlemen:

I am attaching a copy of a letter of December 30, 1971 I received from J. V. Long, Attorney, 810 S. E. Douglas Avenue, Roseburg, Oregon 97470, representing the Winston-Dillard Water District, Winston, Oregon, advising that the District will be unable to service me and my property with water after May 31, 1972. You will note that one of the reasons given is the widening and realignment of the Old Pacific Highway 99. The owner of the adjoining trailer court, containing about 45 units, and another residence across highway 99 received similar letters from Mr. Long with the result that about 70 to 100 persons are affected by the proposed cut-off of water.

The water being supplied is surplus water because the properties, including mine, receiving the water lie outside the boundaries of the Winston-Dillard Water District. The Winston-Dillard Water District began the service to the aforementioned customers pursuant to Oregon Highway Commission Permit Number 12902 effective February 28, 1969 which permit permitted them to tunnel under highway 99 to run a 2" water line from their then existing 8" water main on the west side of highway 99. I have been their customer since November 12, 1969 when I purchased my property from the former owner who participated in arranging for the new service from the Winston-Dillard Water District.

At the trial before the Oregon Tax Court in Roseburg, Oregon on April 4, 1972 relative to my property tax appeal, Mr. James H. Versteeg, Region Engineer, Oregon State Highway Commission, testified that his commission would not pay to relocate the Winston-Dillard Water District 8" water main and Mr. James L. Richey, Jr., Chairman, Winston-Dillard Water District, testified that his district could not use district's funds to pay for the relocation of water mains outside the district's boundaries; hence, it appears that the principal or, perhaps, only obstacle to the continuation of the water service is the payment for the relocation of the water main.

I have a letter of October 21, 1971 from R. L. Porter, State Highway Engineer by L. H. Young, Program and Planning Engineer, stating that this project will be funded approximately 63 percent federal funds presumably because connection will be made with Interstate 5 which runs in Oregon from the California to the Washington borders.

I have information that the Oregon Highway Commission has already or is planning, in connection with this project, to relocate water lines, at the commission's expense, of the nearby, Roberts Creek Water District. Since it is probable that federal funds may be used in relocating water lines of another water district, I feel that this would be a definite form of discrimination unless the water lines of the Winston-Dillard Water District were also relocated at the expense of the Oregon Highway Commission and/or the federal government. Please advise if your agency will pay for the relocation?

Very truly yours,
Eugene F. Sharkey

S.
Att:

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

V. LONG
ORGE W. NEUNER
HNALD A. DOLE
DON P. CALEY

MAILING ADDRESS
P. O. BOX 1808

AREA CODE 503
TELEPHONE 673-5541

December 30, 1971

Received 12-31-71

Mr. Eugene Sharkey
5459 S. W. Dillard Highway
Roseburg, OR 97470

Dear Mr. Sharkey:

Winston-Dillard Water District has requested us to give notice to you in its behalf that the District will be unable to service you and your property with water after May 31, 1972.

This action results from twofold reasons: First, because widening and realignment of the Old Pacific Highway 99, to commence in June of 1972 according to our present information, will make it impractical for the District to extend its line so as to service you and your property, and, secondly, because of the increasing demands for water of the inhabitants of the District, the District will have no surplus of water, and thus they must discontinue some present services to users outside the District. The Board of Commissioners regrets that this action has become necessary.

This notice is given to you at this time so that you may have reasonable opportunity to obtain water from some other source.

Sincerely,

J. V. Long

J. V. LONG

JVL:bh

RECEIVED
FEB 28 1972
FOR FILING

HEALTH DIVISION

DEPARTMENT OF HUMAN RESOURCES

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

MARVA GRAHAM
Administrator

EDWARD PRESS, M.D., MPH
Deputy Administrator
and
Public Health Officer

February 22, 1972

Mr. Eugene F. Starkey
5459 S. W. Dillard Hwy.
Roseburg, Oregon 97470

Re: W - Winston-Dillard

Dear Mr. Starkey:

As you are aware a representative of this office conducted a preliminary investigation in regard to your neighborhood water supply.

Facts found so far indicate that you are outside of the boundaries of both the Winston-Dillard Water District and the Roberts Creek Water District. Chapter 264 of the Oregon Revised Statutes delineates certain procedure, obligation and powers of Domestic Water Supply Districts, (a copy of which is enclosed). Let us draw your attention to Section 310 which seems to give the Board of Commissioners broad powers as to dealings with "other communities, water districts, individuals or corporations." We do not know of any instances where a court or the attorney general has given interpretation to this paragraph but it appears that these "other communities, water districts, individuals or corporations" have little rights other than the contract they may hold. To the best of our knowledge the State Health Division has no authority to compel any water district to furnish water outside of its boundaries.

In your letter of January 24, 1971 you question the obligations of the district in regard to permits issued by the State Engineer. We cannot comment on these permits but ask that you direct your questions to Chris L. Wheeler State Engineer, 516 Public Service Building, Salem, Oregon 97310.

The following paragraph raises question concerning the obligations of the Highway division and the ability of state agencies to work together. From our conversation with you on February 11, 1972, it appears that you have already pursued much of this matter. We can state that cooperation between our agency and the Highway Division has been good but our office has received no communication on this problem from the Highway Division.

On the basis of the limited information gathered so far we recommend these solutions in the following order:

1. Because the South Umpqua River forms somewhat of a natural boundary it seems preferable from an engineering basis for you to join the Roberts Creek Water District.

2. Since you are already served by the Winston-Dillard Water District you might be able to join this district if some agreement can be

Telephone: Area Code 503 – 229-5599 – 24 Hours a Day
Mailing Address: P.O. Box 231, Portland, Oregon 97207

reached concerning replacing the water line, property easments and making the district boundaries contiguous.

3. .Form a community water supply system with your neighbors and obtain water by drilling a well, contracting with a nearby water district or pumping and treating water from the South Umpqua River.

We hope this information will be of service.

Very truly yours,

Lynn M Colebank

Lynn M. Colebank
District Sanitary Engineer
Public Health Engineering

cc: Roberts Creek Water District
Winston-Dillard Water District
Douglas County Health Department
Central Files

LMC:jl

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENG

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
January 1, 1972

Mr. J. V. Long
Long, Neuner, Dole & Caley, Lawyers
810 S.E. Douglas Avenue
Roseburg, Oregon 97470

Dear Mr. Long:

I have received on December 31, 1971 your Certified Mail letter number 680954 of December 30, 1971 stating that Winston-Dillard Water District has requested you to give notice to me in its behalf that the District will be unable to service me and my property with water after May 31, 1972 giving as reasons: First, because widening and realignment of the Old Pacific Highway 99, to commence in June of 1972 according to your present information, will make it impractical for the District to extend its line so as to service me and my property, and, secondly, because of the increasing demands for water of the inhabitants of the District, the District will have no surplus of water, and thus they must discontinue some present services to users outside the District.

Please mail to me copies of similar Certified Mail letters you have sent to the other two (2) customers of the Winston-Dillard Water District, namely, Leroy N. and Grace L. Limbaugh, 5583 S.W. Dillard Highway, Roseburg, Oregon 97470 and Clyde and Betty J. Terra (Green Meadow Mobile Home Park), 5461 S.W. Dillard Highway, Roseburg, Oregon 97470 (or other mailing address), such customers also being outside the district north of the South Umpqua River and in my immediate vicinity. If there is a charge for these copies, I will pay you the usual reproduction charge which I believe is about 10¢ a copy or any other charge that is reasonable.

In replying, please cite to me the applicable Oregon Revised Statute or other authority that gives the Winston-Dillard Water District the right to discontinue serving me and my property with water after May 31, 1972.

Please also advise if the Winston-Dillard Water District has sent Certified Mail letters, similar to the one I received, to their users of water and customers outside the District, other than the Sharkeys, the Limbaughs and the Terras, notifying them that the District will be unable to service them and their property with water after May 31, 1972? This refers principally to users outside the District south of the South Umpqua River through Dillard but includes the auxiliary reciprocal water exchange arrangement your District has with the Roberts Creek Water District north of the South Umpqua River.

Please also advise from what source and how the Winston-Dillard Water District expects me to obtain water after May 31, 1972 to protect and sustain the life and property of myself and my wife?

Please reply by return mail. Thank you.

Very truly yours,

Eugene F. Sharkey

OFFICE OF
STATE HIGHWAY ENGINEER

TOM EDWARDS

3.
cc: Board of Commissioners, Winston-Dillard Water District, Winston, Oregon
State Highway Engineer, Salem, Oregon 97310

RECEIVED
NOV 3 - 1971

FOR FILING
Court
14th
Coos Bay - Roseburg

4510
4265
4232
3955
3493
8068
3286
3145

November 3, 1971

Mr. Eugene F. Sharkey
Post Office Box 575
Roseburg, Oregon 97470

Dear Mr. Sharkey:

The matter of your domestic water supply being endangered by the relocation of the Coos Bay-Roseburg Highway has again been reviewed.

The eight-inch water main owned by the Winston-Dillard Water District occupies the highway right-of-way by means of permit. One of the conditions of such occupancy is that should the highway be relocated or reconstructed, any expense incurred in the moving of the main must be borne by the Water District. Therefore, the decision to relocate, abandon, or remove their main and to continue or discontinue service outside the District boundaries is the responsibility of the District's Board of Directors and not the Highway Division.

If the City of Winston should acquire the facilities of the Water District, the responsibility for making the aforementioned decisions would fall on the Winston City Council and, again, not be the responsibility of the Highway Division.

The Highway Division issues permits to the owner of the crossing pipeline, in this case assumed to be the Water District, and a new permit would be granted for the relocated pipeline if the District applies for it. Should you desire to install a pipeline, a permit can be granted to you, as owner, subject to such conditions that govern the granting of permits.

The operations of our Permits Section are such that it would be impossible to supply the notice you request concerning the application of the Water District for a new permit.

bc R. L. Porter
Tom Edwards
Frank Hall
R. P. Hamilton
C. T. Keasey

FET:jh: ajw

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
October 17, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Porter, State Highway Engineer
By F. B. Klaboe, Assistant State
Highway Engineer

RETURN RECEIPT REQUESTED

REGISTERED
NO. 70

Re: Winston-Shady Section, Coos-Bay-Roseburg
Highway, Douglas County
5459 S.W. Dillard Highway, Roseburg, Oregon 97470
.39 acre, Assessor's Account Number 10333-1 owned
by Eugene F. and Pauline G. Sharkey, tenants by
the entirety, located adjacent to Green Meadow
Mobile Home Park

VIA REGISTERED MAIL - RETURN RECEIPT REQUESTED

Gentlemen:

Referring to your letter of July 30, 1971 in reply to my letter of July 17, 1971.

I attended the regular meeting of the Board of Commissioners, hereinafter referred to as "Board", of the Winston-Dillard Water District, Winston, Oregon 97496 at 7:30 P.M. on October 13, 1971 and the Board verbally advised me as follows:

1. The Board is currently delivering water outside their District and classified as surplus water north of the Winston bridge to Leroy N. and Grace L. Limbaugh on the west side of Highway 99 and to Clyde and Betty J. Terra, operating the Green Meadow Mobile Home Park with about 50 units, and Eugene F. and Pauline G. Sharkey, the Terras and the Sharkeys being on the east side of Highway 99.

2. The City of Winston, Oregon has scheduled a council meeting at 7:30 P.M. on October 18, 1971 to consider a proposed ordinance to take over certain facilities of the Winston-Dillard Water District and supply water to consumers within the city limits of Winston presently supplied by the Winston-Dillard Water District.

3. The Board denies responsibility in connection with Oregon State Highway Commission Permit Number 12906 issued on February 28, 1969 by John Lofgren, Assistant Director of Permits and applied for on January 16, 1969 by L. E. Shipley, Superintendent of the Winston-Dillard Water District for a 2" water line to cross under the highway after connecting with their 3" water main. The Board indicated that there was some misunderstanding with respect to the requirements for this permit and indicated they would make no further applications for permits of this nature.

4. The Board stated that it has no obligation to run water mains outside its District or to make any type of water connection to water mains outside its District.

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
October 17, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Porter, State Highway Engineer
By F. B. Klaboe, Assistant State Highway Engineer

Re: Winston-Shady Section, Coos-Bay-Roseburg Highway, Douglas County
5459 S.W. Dillard Highway, Roseburg, Oregon 97470
.39 acre, Assessor's Account Number 10333-1 owned by Eugene F. and Pauline G. Sharkey, tenants by the entirety, located adjacent to Green Meadow Mobile Home Park

VIA REGISTERED MAIL - RETURN RECEIPT REQUESTED

5. The Board stated it does not know if it will relocate its facilities north of the Winston bridge in the area outside its District or if it will remove its facilities or abandon them.

6. The Board stated it might be able to finance any relocation through the sale of general obligation or revenue bonds but there is no assurance that the voters in the District will vote the bonds and that even if the voters approve the bonds there may be some question as to whether it would be legal to use the proceeds of the bond issue to relocate facilities outside the District.

7. The Board indicated that the expense of relocation of their facilities, if any, outside the District might have to be borne by the consumers of the surplus water outside the District in the form of separate assessments and higher water rates.

8. The Board stated that it might like to retain its mains in the area north of the Winston bridge outside the District to retain the present reciprocal connection with the Roberts Creek Water District so that water may be purchased, if necessary, during so-called "dry periods" when the water supply is low on the south and Winston side of the bridge; however, no definite decision has been made on this point.

Following are my comments on certain of the aforementioned 8 paragraphs:

2. There is provision in the Oregon Revised Statutes for legal machinery for a city to take over all the facilities of a water district both within and without a city and within and without the district and it is always possible that the City of Winston would be the successor in entirety of the Winston-Dillard Water District before the spring of 1973. In this event, though the city would have to assume existing debts, etc., there would be no assurance the city would want to continue serving customers outside the District north of the Winston bridge especially if they were confronted with the expenditure of a substantial amount of money to relocate the present facilities and/or install new ones.

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
October 17, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Porter, State Highway Engineer
By F. B. Klaboe, Assistant State
Highway Engineer

Re: Winston-Shady Section, Coos-Bay-Roseburg
Highway, Douglas County
5459 S.W. Dillard Highway, Roseburg, Oregon 97470
.39 acre, Assessor's Account Number 10333-1 owned
by Eugene F. and Pauline G. Sharkey, tenants by
the entirety, located adjacent to Green Meadow
Mobile Home Park

VIA REGISTERED MAIL - RETURN RECEIPT REQUESTED

3. I am confused with respect to the Board's position on the permit because it is my understanding that your Division would prefer the water supplier be the one to apply for the permit and I also understand your Division classifies the 2" water line running from the 8" water main as being owned by the Winston-Dillard Water District but apparently the Board doesn't feel that way. In any event, if the Board continues to supply customers north of the Winston bridge in connection with the new 4-lane and won't apply for a permit to continue the supply I reserve my right under your "General Provisions" blue book of July, 1969 to apply for a permit myself if that is the only way I can continue as a consumer of Winston-Dillard Water District water.

6. It is my position that your Division should stand the entire expense of relocating the facilities of the Winston-Dillard Water District necessary to continue serving the customers with surplus water on the north side of the Winston bridge. My philosophy behind this is that the necessity of such relocation arises only from the direct consequence of the construction of the 4-lane highway in place of the present 2-lane. In other words, if the 2-lane were retained there would be no necessity for the expense of relocation. Further, it is my understanding that your Division is standing the expense of relocating some facilities of the Roberts Creek Water District and you may have a valid reason for so doing but under the "direct consequence" reasoning there is no support for making Winston-Dillard Water District pay when the expense in either case stems from the same cause regardless of which water district is involved.

7. Any assessment involved with the expense of relocation to the consumers of the surplus water might be so high in a major project of this kind as to be financially disastrous to such consumers especially since there is no guarantee or assurance of alternative sources of domestic water.

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
October 17, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Porter, State Highway Engineer
By F. B. Klaboe, Assistant State
Highway Engineer

Re: Winston-Shady Section, Coos-Bay-Roseburg
Highway, Douglas County
5459 S.W. Dillard Highway, Roseburg, Oregon 97470
.39 acre, Assessor's Account Number 10333-1 owned
by Eugene F. and Pauline G. Sharkey, tenants by
the entirety, located adjacent to Green Meadow
Mobile Home Park

VIA REGISTERED MAIL - RETURN RECEIPT REQUESTED

To sum up, you can see from reading this letter that there is a potential danger of my losing my supply of domestic water from the Winston-Dillard Water District or its successor if such supplier of water is unable to finance the expense of relocation of its facilities and/or it merely decides to discontinue delivering water of a surplus nature outside its District north of the Winston bridge either or both as a direct consequence of the planned and/or actual construction of the 4-lane highway.

This is to advise that I will look to your Division to supply me with water if I lose my present water supply because of the new 4-lane highway and I will hold your Division responsible for damages for the loss of such water and/or any additional expense I may have to incur as a direct consequence to retain my present water supply or to obtain a new water supply not presently guaranteed or assured.

In an effort on my part to eliminate, perhaps, this potential danger and/or to minimize potential damages I am asking that your Division write to me by registered or certified mail immediately that your Division receives an application for Pipe Line and/or Miscellaneous Operations from the Winston-Dillard Water District or its successor or anyone relating to the supply of domestic water to any or all of the 3 present customers referred to in classified paragraph 1 above on page 1 of this letter. Your sending me this advice of a file for such permit will enable me to evaluate my position and take appropriate steps, if necessary, to protect my present supply of water. I will pay your Division the extra cost of notifying me by such registered or certified mail over and above the regular cost for first-class postage.

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

S.

cc: Mr. Harold E. Milliken, Director
Office of Public Health Engineering
Oregon State Board of Health
State Office Building
1400 S. W. 5th Avenue
Portland, Oregon 97201

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1971

OREGON STATE HIGHWAY DIVISION

Chief
R&W

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 21, 1971

Mr. Eugene F. Sharkey
5459 SW Dillard Highway
Roseburg, Oregon 97470

Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

NOTED
E. P. KLIN

Dear Mr. Sharkey:

In reference to your letter of October 16, regarding the subject section, please be advised that this project is not completely funded at the present time, although the purchasing of the right-of-way for this project is completely funded. It is presently planned that this project will be funded as follows: approximately 63 percent federal funds and 37 percent state funds. This ratio of funding will be for the entire cost. It is estimated that the entire project, including right-of-way will cost in the neighborhood of $6,000,000. We will not have a firm estimate of cost until the plans are finalized.

For your information, federal funds are apportioned to the state on a fiscal year basis, July 1 to June 30 rather than on an individual project basis. Individual projects are then selected to match the years apportioned amount.

According to our present schedule, the construction of this project may have to be held over until another yearly apportionment is made before it can be funded. More detailed information regarding this project is obtainable from our Regional Engineer, Mr. C. T. Keasey, 1523 S.E. Cobb Street, Roseburg, phone 672-6541.

Very truly yours,

R. L. Porter
State Highway Engineer

SIGNED BY
By L. H. YOUNG

L. H. Young
Program and Planning Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
D. H. Moehring
C. T. Keasey

RECEIVED
OCT 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
October 16, 1971

State Controller
State of Oregon
Salem, Oregon

Re: Winston-Shady Section, Coos-Bay-Roseburg Highway, Douglas County

Gentlemen:

The Oregon State Highway Division have plans for the expansion of the present 2-lane highway 99 included in captioned Section to a 4-lane highway from the northern part of the City of Winston to at least an area called Kelly's Korner and, perhaps, connecting with the present Interstate 5 highway. I don't know how much work has been performed on this project or moneys expended to date but I do know that some property has been purchased by the Oregon State Highway Division in the vicinity of my property and stakes are now sunk in the ground alongside highway 99 in front of my property with the object in mind obviously of negotiating the purchase of additional properties in connection with this project.

Please write to me and let me know if the cost of this project has been completedfunded at the present time and the moneys completely appropriated covering all costs? I am also interested in the total estimated cost of the project and how much of the cost will be received as grants from the U. S. Government? If grants in aid will be received from the U. S. Government, will the grants apply to any part of the project geographically on a pro-rata basis or just certain geographical areas of the project and, if the latter case, to which geographical areas will the grants in aid apply?

Thank you.

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

S.

RECEIVED
OCT 18 1971
PROGRAM & PLANNING
DIVISION

Ashberry
R/W

RECEIVED
SEP 8 - 1971
By Asst. State Hwy. Engr.

REFERRED TO
Hall

5459 S.W. Pillard Highway
Roseburg, Oregon 97470
September 1, 1971

NOTED
F. B. KLABOE

REFERRED TO
Adams
BY SECRETARY

NOTED
JOH EDWARDS

Oregon State Board of Health
State Office Building
1400 S. W. 5th Avenue
Portland, Oregon 97201

Attention: Mr. Harold E. Milliken, Director
Office of Public Health Engineering

Re: Winston-Shady Section, Coos-By-Roseburg Highway,
Douglas County

Gentlemen:

This refers to your letter of November 13, 1970 to me attaching copy of the plan showing the arrangement of service lines to Green Meadow Mobile Homes Park and to the Eugene Sharkey residence from the Winston-Dillard Water District water system. This plan, as you will recall, was not filed by the water district before construction of the water system was began as required by Oregon Revised Statute 449.220 but only after inquiry of your office by the writer regarding compliance. Reference is also made to your letter of September 29, 1970 to the Board of Commissioners of the Winston-Dillard Water District setting forth the statutory requirements and administrative regulations applicable. By way of further helpfulness, I am attaching photocopy of letter of May 4, 1971 I received from Mr. L. E. Shigley, Superintendent of the Winston-Dillard Water District.

I have been advised by Mr. R. L. Porter, Oregon State Highway Engineer, that the Winston-Dillard Water District must complete the relocation of their 8" water main in front of my property by the spring of 1973 in connection with the construction enlargement of the present highway 99 from two lanes to four lanes and the construction of an additional bridge across the South Umpqua River. The relocation of the main may involve the application for a new permit to cross the reconstructed highway with the water lines to replace the present revocable permit. By my letter of August 3, 1971, I have asked the Board of Commissioners of the Winston-Dillard Water District to let me know when their plans for relocation are finalized so that I may collaborate to the end of protecting my water supply.

It is my understanding that the relocation could conceivably be to a place off the highway shoulder to the extreme western edge of the new right-of-way or to a point at the extreme eastern edge of the new right-of-way. In any event, I am assuming that the scope of the relocation would be of sufficient import to require the filing of a new plan pursuant to Oregon Revised Statute 449.220.

I am asking that you write to me and let me know if your Board of Health will require, as part of the relocation, the Winston-Dillard Water District to obtain a written recorded easement over my property and that occupied by the Green Meadow Mobile Home Park and/or require the district to run a separate line to my property over the highway right-of-way to reach my property without crossing private property. As you know, the present arrangement was generated by the district before I owned the property and the arrangement has resulted in an undependable supply of water and has destroyed the value of my property. As an innocent victim and taxpayer, I feel I am entitled to have this straightened out the way it should have been in the first place. There is also always present the potential health problem through deprivation of water if someone on the adjoining property makes another

5459 S.W. Dirlard Highway
Roseburg, Oregon 97470
September 1, 1971

Oregon State Board of Health
State Office Building
1400 S. W. 5th Avenue
Portland, Oregon 97201

Attention: Mr. Harold E. Milliken, Director
Office of Public Health Engineering

Re: Winston-Shady Section, Coos-Bay-Roseburg Highway,
Douglas County

attempt, and a successful one, to cut my 3/4" water line that connects to the 2" water line on the adjoining property now owned by Clyde and Betty J. Terra operating the Green Meadow Mobile Home Park.

Please advise.

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

S.
Att:

cc: Mr. R. L. Porter, State Highway Engineer
By Mr. F. B. Klaboe, Assistant State
Highway Engineer, Oregon State Highway
Division, Highway Building, Salem, Oregon 97310

RECEIVED
SEP 2 1971
OFFICE OF
STATE ...

RECEIVED
SEP ...
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 10 1971
FOR FILING

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
August 3, 1971

NOTED
F. B. KLABOE

The Board of Commissioners
Winston-Dillard Water District
Winston, Oregon 97496

Re: Water account number 99-1e

Gentlemen:

I am one of your customers for out-of-district surplus water received by me at my property at 5459 S.W. Dillard Highway, Roseburg, Oregon 97470 through your water line running across property adjoining owned by Clyde and Betty J. Terra trading as the Green Meadow Mobile Home Park.

4232
4265

I have had an exchange of correspondence with Mr. R. L. Porter, State Highway Engineer, Oregon State Highway Division, Highway Building, Salem, Oregon 97310 by Mr. F. B. Klaboe, Assistant State Highway Engineer relative to the effects, if any, the proposed construction of a four-lane highway known as the Winston-Shady Section, Coos-Bay-Roseburg Highway, Douglas County, in front of my property will have on my present and/or future right to receive and continue as a customer of Winston-Dillard Water District water. I pointed out that I have a right equal to that of the Terras or anyone else on the north side of the Winston bridge presently receiving water pursuant to permit number 12902 issued by the Oregon State Highway Division February 28, 1969 along mile post 74.63, station 1245+95, highway ref. map no. 3B11-8. I also pointed out that the plot plan of arrangement of service lines filed by your district pursuant to Oregon Revised Statute 449.220 is recorded in Book 467, pages 559 and 560 in the Official Records of Douglas County, Oregon.

I furnished Mr. Porter with sufficient documents and/or data which, in my opinion, showed the necessity for maintaining the present status quo for my supply of domestic water in his plans for construction and/or his acquisition of adjoining lands pursuant thereto and stated that any change in the placement of your 8" water main and/or the 2" water line might jeopardize my supply of Winston-Dillard Water District water. Mr. Porter, in reply, stated that your district has been notified that any relocation of your facilities must be completed by the spring of 1973 and that I may contact your district to learn when your district proposes to do the work, if any, in my vicinity.

It is my understanding that your district will be requested to relocate your 8" water main and the relocation could conceivably be to a place off the highway shoulder to the extreme western edge of the new right-of-way or to a point at the extreme eastern edge of the new right-of-way. In the event of relocation at the extreme eastern edge of the new right-of-way, I would be interested in exploring the possibilities with your district of your district's running a separate service line to my property from the present valve connection north along the eastern edge of the new right-of-way to the juncture of highway 99 and abandoned old highway 99 over which I have a recorded easement 30 feet so that the service line would run over only public property subject to the usual permit procedure and property which I own or which I have a right to use by record.

FROM COMMISSIONERS

459 S.W. Dillard Highway
Roseburg, Oregon 97470
August 3, 1971

The Board of Commissioners
Winston-Dillard Water District
Winston, Oregon 97496

Please write to me and let me know when your plans for the relocation of your present 8" water main and/or the 2" water line are complete and finalized so that I may examine the plans either at your district's office and/or the office of the Oregon State Highway Commission to evaluate the effect such plans will have, if any, on my present and/or future supply of Winston-Dillard Water District water. In this connection, I would also be interested in attending any meeting or conference regarding this matter to the end that mutual benefit might be achieved.

Thank you.

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

E.

cc: Mr. R. L. Porter, State Highway Engineer
By Mr. F. B. Klaboe, Assistant State
Highway Engineer, Oregon State Highway
Division, Highway Building, Salem, Oregon 97310

RECEIVED
AUG 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

- 2 -

RECEIVED
AUG - 5 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1971
FOR FILING

Court
R/W
Coos Bay-Roseburg

July 30, 1971

Mr. Eugene F. Sharkey
Post Office Box 575
Roseburg, Oregon 97470

4232
4265

Dear Mr. Sharkey:

We are in receipt of your letter of July 17 and have the following replies to your requests for information.

We are unable to furnish you a sketch of the property to be purchased from Mr. Terra because, while our records and maps are public, it is not our policy to furnish such information on projects for which the design is not complete. You may inspect the records and maps, however, in our Roseburg office at your convenience.

Any purchase of property from Mr. Terra would be subject to any rights in effect at the time of purchase and these rights would be perpetuated. Since it appears that your right to the use of the two-inch line was purchased from Mr. Norton, then whatever rights he had to the use of the two-inch line would be transferred to you.

The deed by which the property will be transferred from Mr. Terra to the State of Oregon will be recorded in the Douglas County records and you may acquire a copy from the Douglas County Recorder after it has been filed.

The Winston-Dillard Water District has been notifield that any relocation of their facilities must be completed by the spring of 1973 and you may contact them to learn when they propose to do the work, if any, in your vicinity.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
C. T. Keasey

FET:jg srb

P. O. Box 573
Roseburg, Oregon 97470
July 17, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Attention: R. L. Porter, State Highway Engineer
By F. B. Klaboe, Assistant State
Highway Engineer

Re: Winston-Shady Section, Coos-Bay-Roseburg
Highway, Douglas County
5459 S.W.Dillard Highway, Roseburg, Oregon 97370
.39 acre, Assessor's Account number 10333-1 owned
by Eugene F. and Pauline G. Sharkey, tenants by
the entirety, located adjacent to Green Meadow
Mobile Home Park

Gentlemen:

Thank you for your letter of July 14, 1971 in reply to my letter of June 27, 1971.

I infer from your letter that your office is planning to purchase some land from Clyde and Betty J. Terra, the owners of the adjacent Green Meadow Mobile Home Park and this puzzles me since, if my inference is correct, you did not send me a sketch or plot plan showing the land proposed to be purchased as requested in the third paragraph of my letter of June 27, 1971. I also infer that the land proposed to be purchased includes land over which part of the two-inch water line crosses; hence, the proposed purchase of the land would necessarily have to include that part of the water line crossing the land proposed to be purchased. Whether the water line section included in the proposed purchase would be considered real property or personal property, I don't know at this writing.

Referring to the second paragraph of your letter of July 14, 1971, I do not agree with you that the agreement between Terra and me for the joint use of the line would not be affected by the purchase.

The only way for the status quo to be maintained for my present and future right to have Winston-Dillard Water District water flow to my home over this two-inch water line would be, in my opinion, for your office to exercise its power of eminent domain and condemn that land and part of the two-inch water line crossing it unless, of course, as an alternative proceeding your office consummated an agreement of purchase with the Terras including a stipulation that the right for the two-inch line to cross the land being purchased inure to the benefit of myself as owner of assessor's account number 10333-1 at 5459 S.W.Dillard Highway, Roseburg, Oregon 97470 and my successors and/or assigns.

By way of clarification of this point, I am attaching a photostatic copy of report of April 12, 1971 of John T. Truett, Sheriff of Douglas County, Oregon by Harold A. Lanpher, Deputy, wherein it is pointed out that an agent of Mr. Terras threatened to severe my water line on December 23, 1969. This threat was made without just cause. It is obvious, therefore, that the consummation of any agreement of purchase between your office and the Terras would destroy the status quo and place me and my successors and/or assigns in jeopardy unless the agreement contained the stipulation above referred to.

P. O. Box 775
Roseburg, Oregon 575
July 17, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

The matter of my right to the use of the two-inch water line to receive Winston-Dillard Water District water on my property is cloaked with a public interest as witness the photostat copy of plot plan of arrangement of service lines I mailed to your office with my letter of June 27, 1971, such plot plan being required by the Oregon Department of Public Health pursuant to Oregon Revised Statute 449.220. I purchased the right to the use of the two-inch water line when I purchased the property from Lloyd E. Norton in November, 1969 though the two-inch line was installed between January, 1969 and March, 1969 while Norton still owned the property. The two-inch line as well as the 3/4" connection from it to my property was installed under the direction and supervision of the Winston-Dillard Water District which water district generated the present state of affairs with their application for a successful acquisition of permit number 12902 from your office February 28, 1969 to cross the existing highway with a water line. My review of my copy of the application by the Winston-Dillard Water District for such permit does not disclose that the water line involved in the permit was intended to service only certain described customers or persons; however, the plot plan I mailed to your office definitely describes the beneficiaries of the water line as being the Eugene Sharkey residence at 5459 S.W. Dillard Hy, Roseburg, Oregon and the Green Meadow Mobile Homes Park, 5461 Dillard Hy., Roseburg, Oregon. It is obvious, therefore, that your office must recognize the public interest involved in any of your negotiations with the Terras and respect the rights of others.

By way of further clarification, I am attaching photostatic copy of letter of May 4, 1971 to me from the Winston-Dillard Water District in reply to my letter of May 1, 1971 touching upon this matter. In connection with the water district 's letter, Mr. Shigley is not entirely correct in his presentation of facts as I have learned from my research. For example, he does not state in his letter, as he told me last year, that his water district personally directed the installation of and supervised the connection of the 3/4" line to the two-inch line in the joint effort of Mr. Norton, the former owner of my property, and the Terras in pursuance of the permit issued by your office for the water line to cross the highway. Also, his legal conclusions are rather dubious since, obviously, he does not know of any agreement between Norton and the Terras and is obviously not familiar with Luckey et ux v. Deatsman affirmed by Oregon Supreme Court September 9, 1959 and cited as 217 OR 628 343 P.2d 723.

Under the circumstances, please write and tell me if your office will include a stipulation in your agreement with the Terras as outlined above in fourth paragraph if you are not exercising eminent domain. Also, please send me a copy of the completed agreement with the Terras or tell me how I can purchase a copy as a member of the general public? Also, please write and tell me if and when the Winston-Dillard Water District elects to relocate its eight-inch water main in the vicinity of my connection.

Thank you.

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

S.
Att:

DOUGLAS COUNTY SHERIFF'S OFFICE

John T. Truett
Sheriff and Tax Collector

COURT HOUSE
ROSEBURG, OREGON 97470 P. O. BOX 838 TELEPHONE 672-3311

April 12,1971

Sir;

In reply to your recent letter to this agency the following information is forwarded to you as requested.

Upon checking with the officer, Deputy Lanpher who responded to your call at 5:45 PM, 12-23-69, he rendered the following facts in this matter. He stated that upon his arrival at your address listed as 5459 SW Dillard Highway, Roseburg,Oregon that he observed a male subject later identified as Gordon FRENCH, then the manager of the Green Meadow Trailer Park. This subject was in the process of digging a drainage ditch along his property line thereby diverting the excess drainage water onto the complainants property, and in doing so was at a water line. Upon conversing with Mr French it was ascertained that he was going to severe the water line,but after talking to the officer agreed that he should consult an attorney prior to this act. Deputy LANPHER then conversed with the complainant and checked the deed to the complainants property with verification to the water line easement. At that point the complainant was also advised that he should obtain further verification with an attorney. Prior to the writers departure from this complaint the manager of the trailer park had ceased operations on the ditch digging project and had departed from the scene.

By; Harold A Lanpher,Deputy

For: John T. Truett, Sheriff

Received 4-16-71

EXHIBIT 4

Winston-Dillard Water District

P. O. Box 460
WINSTON, OREGON 97496

BOARD OF COMMISSIONERS
ROY FISHER, President
C. C. FOSBACK, Secretary
PAUL B. HULT, Treasurer
JAMES L. RICHEY, JR.
NORMAN BLACK

May 4, 1971

L. E. SHIGLEY, Superintendent
EUNICE SMITH, Office Manager

Mr. Eugene F. Sharkey,
1107 Madrone Ave.,
Cotati, California

Dear Sir:

We are in receipt of your letter of May 1, 1971, and in reply it is our understanding that the pipe line running from the highway to the meter, installed for the Green Meadow Trailer Park, is the property of the Terra's. Also, the pipe and installation was paid for by the Terra's, therefore an easement is not required.

We have no easement from the Terra's to permit a pipe line hook-up to your house, nor was there a verbal agreement at the time of your meter installation.

The area North of the bridge, including Limbaugh, Terra and Sharkey, is outside of the Winston-Dillard Water District.

At the present time we are not expanding the water district because of road changes and a proposed plant expansion.

I trust this will answer your inquiry.

Yours truly,

L. E. Shigley

L. E. Shigley - Supt.
Winston-Dillard Water District.

Received 5-10-71

RECEIVED
JUL 15 1971

FOR FILING

Coast
Rid
Coos Bay Roby

July 14, 1971

Mr. Eugene F. Sharkey
Post Office Box 575
Roseburg, Oregon 97470

4232

Dear Mr. Sharkey:

In response to your letter of June 27 requesting information concerning the two-inch water line that supplies Clyde Terra and you, a study of the plans was made. It has been determined that it will not be affected by the reconstruction of Highway 99 unless the Winston-Dillard Water District elects to relocate its eight-inch water main in the vicinity of your connection.

The right for the two-inch line to cross the land being purchased from Terra would be made a part of the right-of-way negotiation with him. The agreement between Terra and you for the joint use of the line would not be affected by the purchase.

Some small adjustment of the valve at the connection of the line to the main may be necessary but since the Water District's main occupies the right-of-way by permit, any adjustment must be made at its expense.

Should you require any further information on this matter, we will do our best to supply it upon request.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Victor D. Wolfe
C. T. Keasey
Tom Edwards
F. L. Hall

FET:jf srb

P. O. Box 575
Roseburg, Oregon 97470
June 27, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Porter, State Highway Engineer
By F. B. Klaboe, Assistant State
Highway Engineer

Re: Winston-Shady Section, Coos-Bay-Roseburg
Highway, Douglas County
5459 S.W. Dillard Highway, Roseburg, Oregon 97370
.39 acre, Assessor's Account number 10333-1 owned
by EugeneF. and Pauline G. Sharkey, tenants by
the entirety, located adjacent to Green Meadow
Mobile Home Park

Gentlemen:

Reference is made to your letter of February 22, 1971 in reply to my letter of February 8, 1971 concerning your proposed future project on the Winston-Shady Section of the Coos Bay-Roseburg Highway.

It has come to my attention that your office is negotiating with Clyde and Betty J. Terra, assessor's account number 10332-1, owners of the adjacent Green Meadow Mobile Home Park, for the purchase of some of their land to become part of the proposed project.

Please mail to me a sketch or plot plan showing the land that your office proposes to purchase from the Terras. Also, please advise if your office proposes to purchase all or part of the 2" domestic water line running from the highway over Terras' property as part of the land purchase? This 2" water line was installed following issuance of a permit number 12902 from your office February 28, 1969 along mile post 74.63, station 1245+-95, highway ref. map no. 3B11-8.

The information I am requesting is vital to me in order that I may protect my present and future supply of domestic water from the Winston-Dillard Water District. The domestic water I am receiving is surplus water because I am outside the water district boundaries as are the other two customers of the Winston-Dillard Water District on the north side of the South Umpqua River Clyde and Betty J. Terra, assessor's account number 10332-1 and Leroy N. and Grace L. Limbaugh, account number 10335.

I am attaching photostat copy of plot plan of arrangement of service lines filed by the Winston-Dillard Water District pursuant to Oregon Revised Statute 449.220. This plot plan is recorded in Book 467, pages 559 and 560 in the Official Records of Douglas County, Oregon. An examination of the plot plan will show a connection to my water meter from the 2" water line coming from the highway. In this connection, I have an easement, 30' in width, over the vacated highway 99 in front of my property running north to the present highway 99.

Please advise if your proposed construction and/or reconstruction will entail changing or relocating the placement of the present 8" water main of the Winston-Dillard Water District and/or the 2" water line that supplies domestic water to my property?

P. O. Box 575
Roseburg, Oregon 97470
June 27, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

If there is to be any change in the placement of the 8" water main and/or the 2" water line, please mail to me a sketch or plot plan showing the proposed rearrangements. In this connection, according to plot plan furnished me with your letter of December 8, 1969, the 8" water main of the Winston-Dillard Water District runs north for a short distance from the juncture of vacated highway 99 over which I have an easement with the present highway 99.

Any change in the placement of the 8" water main and/or the 2" water line might jeopardize my supply of Winston-Dillard Water District water. I paid for the right to receive this water when I purchased the property in November, 1969 from Lloyd E. Norton and it is my intention to continue as a consumer of this water.

Under the circumstances, in the event of any jeopardy, I am requesting that your office make provision in your construction and/or reconstruction plans for an alternate arrangement whereby Winston-Dillard Water District water would be supplied to my property through a water line connection at the juncture of vacated highway 99 with present highway 99 so that the water line would run over property on which I have a recorded easement and property that I own without running over property of others.

Thanking you for sending me the information I request and your cooperation in this matter, I am,

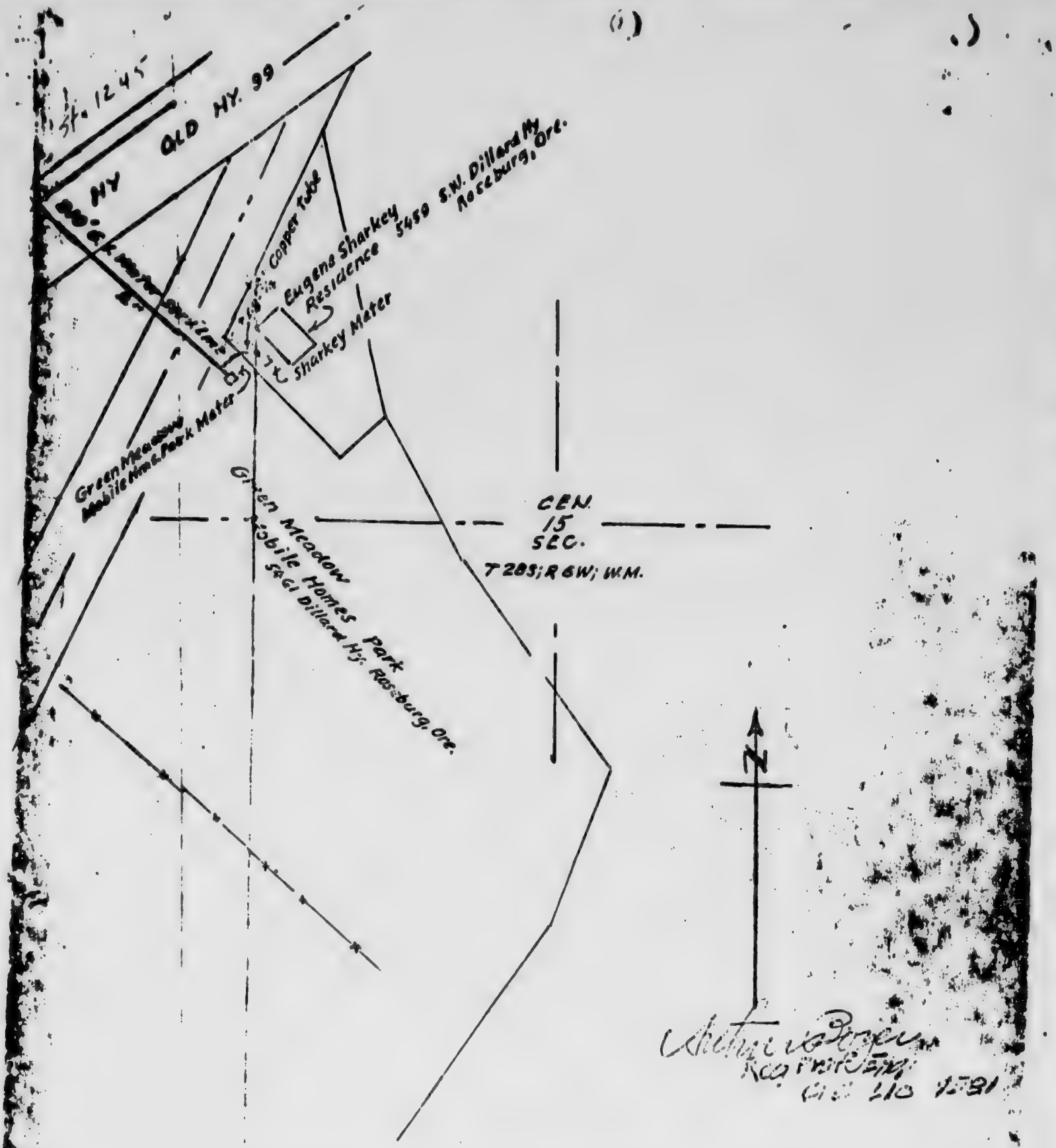
Very truly yours,

Eugene F. Sharkey
Eugene F. Sharkey

S.
Att:

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1971
OREGON
STATE HIGHWAY COMMISSION



WINSTON-DILLARD WATER DIST.

ARRANGEMENT OF SERVICE LINES
FROM 8" MAIN ON S.W. DILLARD HIWAY
TO GREEN MEADOW MOBILE HOMES PARK &
TO EUGENE SHARKEY RESIDENCE
IN SE¼ NW¼ SEC. 15, T28S; R6W; WM; DOUGLAS COUNTY, ORE.

SEPT 1970 1" = 100 ft.

RECEIVED 14-8-70

Winston + Shady Intchge.
Coos Bay - Roseburg Hwy.
Douglas County

48.24 P.I.
57249
22762

1243+27.5
90'
1243+67.76
1245
1247+67.7
120
110'
+00
1250
100'
+00

45076
45075
45077

Eugene Shanked
V 62-249

C.S.B. Zero Col.

15

W.M. Adams
132-632

Winston + Shady Intchge.
Coos Bay - Roseburg Hwy.
Douglas County

48.24 P.I.
57+49
12762

1243+27.5
90'
1243+67.76
1245
1247+67.1
110' +00
1250
100' +00

45076
45075
45077

C.S.O. Terra Ste-Col

Eugene 78 Miles

M.M. Adams
1-32-C32

15

Winston + Shady Intchge.
Coos Bay - Roseburg Hwy.
Douglas County

48.24 P.I.
57749
92762

1243+27.5

90'

1243+67.76

1245

1247+67.1

110' +00

1250

100' +00

120

20

2°

15

Eugene shortcut
Dist. 82.249

C.F.&B. Term
524-C01

45076

45075

45077

Eugene & Eastern

Eugene & Eastern

8" Water Line

M.M. Adams
32-C32

48.24 P.I.
57+49
92+62

1243+27.5

90'

1243+67.76

1245

1247+67.1

120

110'

+00

1250

100'

+00

Winston + Shady Intchge.
Coos Bay - Roseburg Hwy.
Douglas County

15

Eugene 82.249

C.B. Terra 376-601

45076

45075

45077

W.M. Adams 32-632

RECEIVED
FEB 22 1971
FOR FILING

Coos Bay - Roseburg

3955

February 22, 1971

Mr. Eugene F. Sharkey
1107 Madrone Avenue
Cotati, California 94928

Dear Mr. Sharkey:

Re: Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County

Reference is made to your letter of February 8 concerning our proposed future project on the Winston-Shady Section of the Coos Bay-Roseburg Highway.

This project has not been scheduled for construction and our present design, as previously stated in our December 8, 1969, letter to you, does not require any right-of-way taking from your property. Right-of-way needs can change slightly prior to construction of this facility and, if any of your neighbors are interested in their particular circumstances, we will be glad to deal with them on an individual basis.

It is hoped this information will bring you up to date.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
D. H. Moehring - Enc.
C. T. Keasey - Enc.

DNS:jp srb

1107 Madrone Avenue
Cotati, California 94928
February 8, 1971

Oregon State Highway Division, Highway Building
Salem, Oregon 97310

Attention: Forrest Cooper, State Highway Engineer By:
Victor D. Wolfe for F. B. Klaboe, Assistant
State Highway Engineer

Re: 5459 S.W. Dillard Highway, Roseburg, Oregon 97470
.39 acre, Assessor's account number 10333-1 owned by
Eugene F. and Pauline G.Sharkey, tenants by the entirety,
located adjacent to Green Meadow Mobile Home Park

Gentlemen:

I own .390 acres more or less about 1,000 feet north of the South Umpqua River designated as Assessor's account number 10333-1 on the east side of Old Highway 99, being portion of Section 15 Twp 38 S. Rg. 6W. W.M., Douglas County, Oregon.

I wrote to you under date of December 1, 1969 when I was residing at 5459 S.W. Dillard Highway, Roseburg, Oregon 97470 and inquired about your plans to change highway 99 in front of my property from a two lane highway to a four or more lane highway. Your reply of December 8, 1969, attaching map, stated that the project was not yet scheduled for construction so funds have not been allocated.

In order to bring my files up-to-date, please answer the following questions or furnish the data, etc. requested:

1. If the project has now been scheduled for construction, when will construction begin and have funds been allocated? How long to complete?

2. If there have been changes in the map previously sent me, please send me revised map if there still is no charge for same.

3. Does your department have any definite plans for the acquisition by purchase and/or condemnation of real estate in connection with the project from Eugene F. and Pauline G. Sharkey, account number 10333-1; Clyde and Betty J. Terra, account number 10332-1; H. Dale and Dena M. Bennett, account number 10331; or Leroy H. and Grace L. Limbaugh, account number 10335 and, if so, what is the description and area of the land so to be taken? Also included for this purpose would be Mary Margaret Adams, account number 10330?

I would greatly appreciate it if you could send me this information by return mail.

Thank you.

RECEIVED
FEB 10
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

S.

FORM S-90-E (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1970

To: Mr. C. T. Keasey
Region 3 Engineer

ROSEBURG

Attention: W. E. Schwartz

SUBJECT:
Mr. E. F. Sharkey
Drainage Complaint
M.P. 74.5
Coos Bay-Roseburg Highway
Assignment 86-RNB

Mr. E. F. Sharkey, a resident on the Coos Bay-Roseburg Highway, was in this office on September 28, 1970. Mr. Sharkey apparently had previously visited the Regional Office and has been in communication with Mr. F. B. Klaboe concerning a drainage problem which exists on his property.

I am attaching a sketch which shows the problem and question whether, because of Mr. Sharkey's complaint, the installation of a culvert in the position indicated as proposed culvert, would not be a just solution to the problem.

I believe culvert no. 1 would have to be kept clean, in any case, to prevent a water problem in the north end of the proposed culvert area. Mr. Sharkey wonders why, if you go off private property to clean that culvert, that you can't also maintain a ditch in area "B." This, of course, entails going onto private property and setting a precedent for continued maintenance of a facility off our right of way. The culvert that is proposed would remain as in an integral part of the relocation contemplated.

Please view the problem again and determine if this is not a feasible solution. No commitment was made to Mr. Sharkey, nor was this proposal even mentioned. I do believe it has some possible merit.

Please report on your recommendations by October 23, 1970.

Robert N. Bothman
Maintenance Engineer

By ORIGINAL SIGNED BY J. B. BOYD

Jay B. Boyd
Maintenance Services Engineer

RECEIVED
OCT 1
OFFICE OF
STATE HIGHWAY ENGINEER

JBB:ds
Attachment

cc: Mr. F. B. Klaboe

RECEIVED
JUL 13 1970
FOR FILING

Coos Bay - Roby

July 7, 1970

Mr. Eugene F. Sharkey
5459 S. W. Dillard Highway
Roseburg, Oregon 97470

3493

Dear Mr. Sharkey:

Reference is made to your letter of June 27 regarding a drainage problem on your property which is adjacent to the future improvement of the Winston-Shady Section of the Coos Bay-Roseburg Highway.

As stated in my March 20 letter, this problem was referred to the Division Engineer in Roseburg. The problem was reviewed and a recommendation was made to install a pipe under the roadway which you refer to as belonging to the Bennetts. An open ditch would be constructed to pick up the water from this pipe and lead the highway drainage away from your property. A sketch map is attached showing the present drainage and the proposed drainage.

To answer your question, the only pipe the Highway Division owns is the pipe under the present highway. It is felt that the proposed solution would take care of any obligation the Highway Division may have and it is hoped this will meet with your approval.

Very truly yours,

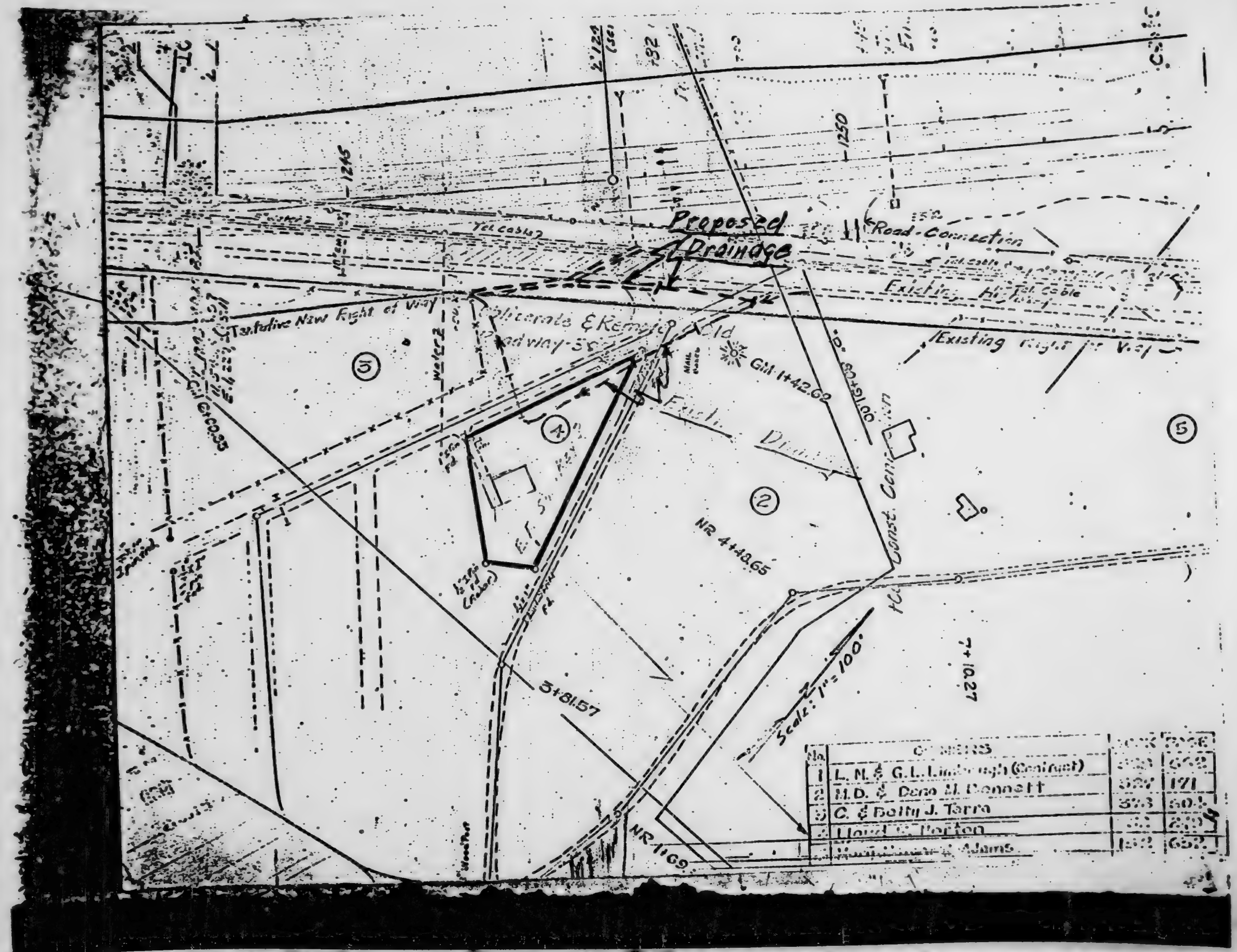
R. L. Porter
State Highway Engineer

By

F. R. Klaboe
Assistant State Highway Engineer

Attachment
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
C. T. Keasey w/letter & map
F. E. Terpin "

DEK:jp srb


Proposed Drainage
Road Connection
Existing Hi Tel Cable
Existing Right of Way
Tentative New Right of Way
Duplicate & Remove Old
Broadway-Sr
Tel Cable
Water
Gas
Ex. Sr
Ex. Drain
Const. Center
GM 1+42.69
0+91.00
1245
1250
NR 44°49'65"
NR 1°69
3+81.57
7+10.27
Scale: 1"=100'
1
2
3
4
5
L. N. & G. L. Lindbergh (Contract)
M.D. & Dena M. Bennett
C. & Betty J. Terra
Lloyd & Norton
Adams

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
June 27, 1970

Routing LA152E

10543

RECEIVED
JUN 30 1970
DESIGN DIVISION
STATE HIGHWAY ENGINEER

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Forrest Cooper,
State Highway Engineer

Gentlemen:

Reference is made to your letter of December 8, 1969 in reply to my letter of December 1, 1969 requesting information about your future four-lane plans on the Winston-Shady Section of the Coos Bay-Roseburg Highway near my property.

With your letter you sent me a map indicating the location of your proposed facility relative to my property. I own the property formerly owned by Lloyd E. Norton who is listed as number 4 owner on your map at book 82, page 249. Others listed are number 1, L.N. & G.L. Limbaugh(Contract), book 328, page 662; number 2, M.D. & Dena M. Bennett, book 327, page 171; number 3, C. & Betty J. Terra, book 378, page 604 (present owners of the Green Meadow Trailer Court); and number 5, Mary Margaret Adams, book 132, page 632.

I am listing below(the numbering is my own selection for convenience)the culverts that appear on your map and that benefit your department, myself, the Terras, the Bennetts, etc. for the drainage of public highway rain and surface waters and for the drainage of rain and surface waters over the three mentioned properties from the adjacent hills:

1. Culvert at the north end of my property near the existing right of way and near the mail boxes. Input side might be located on the right of way but I believe part of it joins in a "T" arrangement under road owned by the Bennetts with the output end of the culvert being entirely on my property. The output end carries water over my property until it gets to the input side of culvert number 2, also on my property.

2. Culvert at the west side of my property and running under road owned by the Bennetts and terminating at property owned by the Terras. This is an 18" diameter culvert about 45 feet long with the input end on my property and the output end on property of the Terras.

3. Culvert running underneath the present highway just west of Terras property. Input and output ends appear to be on highway property and water eventually finds its way to the South Umpqua River.

Please write to me and let me know if your department claims ownership of any or all of the three (3) culverts outlined and if your department claims the right to have rain and surface waters flow unobstructed through any or all of these culverts and through the existing and pre-existing water courses serving them irrespective of your ownership of the culverts themselves or of any of the lands upon which the culverts are situated?

Thanking you for your cooperation in this matter, I am,

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

S.

RECEIVED
JUN 2 2 1970
FOR FILING

Ware
Drainage
Sharkey

5459 S.W.Dillard Highway
Roseburg, Oregon 97470
June 22, 1970

Mr. Clyde Terra
68-556 Third Street
Cathedral City, California 92234

Dear Mr.Terra:

Fill dirt, etc. has today been pushed into the water course on your property west of the 18" diamter culvert and road owned by M. Dale and Dena M. Bennett.

The 18" diamter culvert has its input side on my property where rain and other water enters the culvert from the public highway, from the adjoining hills, from property owned by Mr. and Mrs. Bennett and from property owned by you and Mrs. Terra. You can see, therefore, that this culvert presently is the only discharge water course for waters originating as outlined and that the water flows over your property to a water course on the east side of the public highway, thence through a culvert under the highway to a water course on the west side of the public highway, thence through a water course to its destination at the South Umpqua River.

Last week at my own expense and personal labor I cleaned out the 18" diameter culvert of the mud and silt that had accumulated therein and which I found to be so obstructive that it was backing up water into my footing drain. The cleaning out of this culvert also benefits the areas mentioned above from which rain and other water originates yet these areas did not have to stand any expense or labor in the cleaning out of the culvert. In addition, the cleaning will greatly facilitate the drainage during the rainy season since it appears the last cleaning was about 10 years ago.

I have an appurtenant easement to the right to have rain and other water flow over the water course on your property and I also understand that since the water has been so flowing for past years that an existing water course is not changeable.

I am requesting that the fill dirt, etc. that has been pushed into the water course be removed and that no further fill dirt, etc. be put into the water course so that the water course be unobstructed as it was before. I would also appreciate knowing what your intentions are regarding this matter so that this common problem can be solved to the benefit of all concerned.

Thanking you for your cooperation in this matter, I am,

Very truly yours,
Eugene F Sharkey
Eugene F.Sharkey

S.
cc: Mr. F.B. Klaboe, Oregon Assistant State Highway Engineer, Salem
Mr. Jack McCormick, Oregon State Highway Engineer, Roseburg

RECEIVED
JUN 2 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1970
FOR FILING
Coos
RH
Coos Bay - Rdy
8068
3281
3145

March 20, 1970

Mr. Eugene F. Sharkey
5459 S. W. Dillard Highway
Roseburg, Oregon 97470

Dear Mr. Sharkey:

Reference is made to your letter of March 12 concerning a drainage problem on your property that is adjacent to our future improvement of the Winston-Shady Section of the Coos Bay-Roseburg Highway.

We are requesting our Division Engineer in Roseburg to have someone contact you and discuss your existing drainage problem. We will also ask him to study the problem in relation to the future construction and make recommendations for drainage design in the area.

Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
C. T. Keasey - Enc-Sharkey letter.

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
March 12, 1970

Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAR 16 19[illegible]
DESIGN
DIVISION

RECEIVED
MAR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

State of Oregon
Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer(by Mr. Victor D. Wolfe)

Gentlemen:

This refers to your letter of December 8, 1969 in reply to my letter of December 1, 1969 requesting information about your future four-lane plans on the Winston-Shady Section of the Coos-Bay-Roseburg Highway near my property.

Your inference is correct in that I now own the property outlined in blue on the map sent me by you and formerly owned by Lloyd E. Norton at the time your deed information was obtained.

I have an easement 30 feet in width over vacated highway 99 in front of my property that affords me access to the present highway 99 and it appears to me, as a layman, that if your construction plans are completed I will have access to the new complex of highways per the access routes shown on the map you sent me. There is, however, another problem I have that is currently connected with and related to future highway positioning.

I purchased this property in November, 1969 and after living in it for a short time I discovered excessive moisture and mold in the interior of the house. I had to cut out a crawl hole to get into the crawl space under the house because the existing air holes, one of which were enlarged for the crawl hole, were not large enough even to permit looking into the crawl space. I discovered that I had standing water in the crawl space and, of course, this was causing the mold and excessive moisture. I purchased a pump and each time I pumped the water out the water came back into the crawl space at several places so it appears that I have an underground percolating stream running into and through the crawl space underneath my house. I was not told of this condition by the person who sold me the property and ordinary investigation of a buyer would not have uncovered this condition. In any event, if I had known of the condition I would not have purchased this property.

I am writing to you about this water problem because it is directly related to the public highway. There is a drainage ditch in front of my property with a culvert running under and across vacated highway 99 taking water through a water course over property owned by Clyde and Betty J. Terra to a water course along the easterly side of the present highway 99 right-of-way, thence under the highway through a culvert to a water course on the westerly side of the highway, thence through the westerly water course to the South Umpqua River. There is also a drainage ditch on the south end of my property terminating in a culvert that siphons water to the drainage ditch in front of my property. At the north end of my property is a culvert which is the output, presumably of a "T" culvert arrangement, for waters coming from the highway and from property alongside the road owned by M. Dale and Dena M. Bennett and over which, I understand, the Roberts Creek Water District, has an easement and duty to maintain.

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
March 12, 1970

State of Oregon
Highway Division
Highway Building
Salem, Oregon 97310

I have monitored and analyzed the input of water to my property during and after periods of rain since moving into this property in November, 1969 and find that most of the input, perhaps as much as 75%, comes from the culvert at the north end of my property which is the input from the highway and the "T" arrangement with the road owned by the Bennetts. At times when the north end culvert plugs up because of too much rain for its capacity or debris such as beer cans in the input opening, the water input to my property from the highway, etc. takes the path over vacated highway 99 over two (2) water courses eroded into the bank of the front of my property in order to reach the culvert in the front of my property.

I have a serious swamp condition for land on the northwest corner of my property just adjacent to the water course that comes from the culvert on the north end of my property and when there is a little rain the toilet in my bathroom will not flush so that I can dispose of human waste material. It is reasonable to assume that the water input to my property from the culvert at the north end of my property is chiefly, if not entirely, responsible for the percolating underground stream in the crawl space under my house since the input to the stream is located directly underneath the bedroom which is located at the northwest corner of the house. It is true, of course, that I no doubt have water seepage from the hills in the back of and to the east of my property but I do not believe it is of such magnitude to generate the underground stream that exists. It is my opinion that this underground stream will eventually weaken the foundations of my house, floors and walls and produce and accelerate dry rot resulting in the collapse of the house if dry rot has not already set in.

I am requesting that your government agency make some culvert re-arrangement and/or establish some drainage plan in your future highway construction so that there is no water input to my property from the public highway and if this can be accomplished before the institution of the four-lane complex then so much the better. I do not feel that I should be assessed any expense for this, other than through my regular tax bill, because I am being burdened by water from public lands over which I have no control.

I would greatly appreciate your writing to me and letting me know if your agency will make plans to divert the water from the highway from going over my property when you establish the new four-lane complex and/or whether you might take steps to correct this condition before then. You can realize, of course, that any steps I may take by way of remedial measures to alleviate my conditions would be fruitless without at the same time knowing what your agency would and/or could do and any suggestions you might have would be appreciated.

Thank you.

RECEIVED
MAR 1 9 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,
Eugene F. Sharkey
Eugene F. Sharkey

S.

RECEIVED
DEC 8 - 1969
Coos Bay - Roseburg

3145

December 8, 1969

Mr. Eugene F. Sharkey
5459 S. W. Dillard Highway
Roseburg, Oregon 97470

Dear Mr. Sharkey:

Your letter of December 1 requested information about our future four-lane plans on the Winston-Shady Section of the Coos Bay-Roseburg Highway near your property.

From the information available, it appears that you now own the property outlined in blue on the attached map, which was owned by Lloyd E. Norton at the time our deed information was obtained. If this is so, the map indicates the location of our proposed facility relative to your property.

As the map indicates, our new highway location lies just northerly of the present highway and none of your property is within our tentative right-of-way requirements. A road connection would be constructed between the highways as shown in yellow.

This project is not yet scheduled for construction so funds have not been allocated. Access for the properties will be granted at selected locations

We hope this information will be of value to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

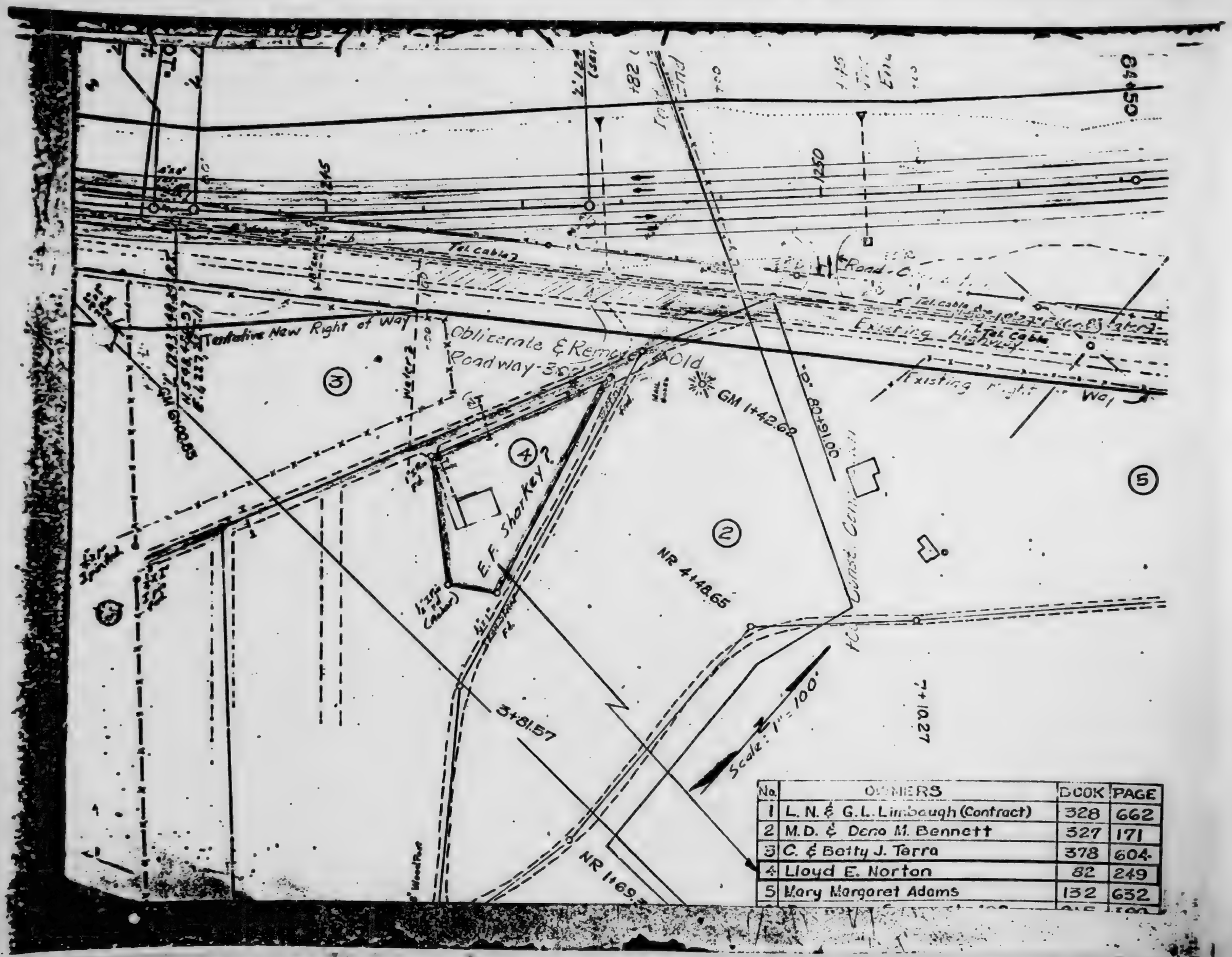
By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe - K3145
D. J. Barbee
C. T. Keasey - Encs.

FOS:hc srb

Enclosure



No.	OWNERS	BOOK	PAGE
1	L. N. & G. L. Limbaugh (Contract)	328	662
2	M.D. & Dena M. Bennett	327	171
3	C. & Betty J. Terra	378	604
4	Lloyd E. Norton	82	249
5	Mary Margaret Adams	132	632

REFERRED admin BY SECRETARY

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
December 1, 1969

#018

Division of Highways
State of Oregon
Salem, Oregon

Gentlemen;

I own .390 acres more or less about 1,000 feet north of the South Umpqua River designated as Recorder's numbers 330141 and 332145 D. R. and Assessor's account number 10333-1 on the east side of Old Highway 99, being portion of Section 15 Twp 28 S. Rg. 6W. W.M., Douglas County, Oregon.

I understand that there are plans to change highway 99 in front of my property from a two lane highway to a four or more lane highway.

Please advise at what stage these plans stand at the present time; viz., has the engineering been completed so that it is now known how far the revised highway will cut to the east and west of highway 99 into existing properties such as mine, has the moneys been appropriated for the work, what kind of access ingress and egress will be left to owners of properties affected thereby on the east and west sides of the highway and what is the scheduled completion date for the work.

It would be helpful if you could send me a sketch or layout of the proposed highway change affecting the immediate area where my property is located next door to the Green Meadow Trailer Court so that I can more intelligently evaluate this situation. If there is a charge for the sketch or layout, please do not send it until you advise me of the charge.

Thank you.

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

S.

RECEIVED
DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 1969
DESIGN

8046

Form FHWA-421 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 31, 1972

In reply refer to: 10-35.7

FROM : for E. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston-Shady
File 45097

Oregon Project F-156(21)
Boring Road
Files 46317 and 46327

In response to our letter of July 24, 1972, copies of salvage value appraisals have been provided for our records. The data provided satisfactory answers to our letter.

NOTED
F. B. KLABOE

8-4-72
Copies to:
Mochtorz

8-3-72
Hunter

NOTED
E. S. HUNTER

ER

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUL 2 1972

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 24, 1972

In reply refer to: 10-35.7/
411.9

FROM: for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston - Shady
(File 45097)

Project F-156(21)
Boring Road
(Files 46317, 46326, and 46327)

A review of property management procedures concerning estimates of salvage value of improvements tends to indicate that salvage estimates have not been reviewed or signed by the Property Manager in accordance with your approved Policies and Procedures (Section 10.37 of the Right of Way Manual). Your comments are requested.

If the procedure for reviewing salvage estimates by the Property Manager results in a delay in negotiations, the State may wish to consider developing alternate procedures to provide the required review.

7-25-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917.944

RECEIVED
JUL 2 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 24, 1972

In reply refer to: 10-35.7/
411.9

FROM: for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston - Shady
(File 45097)

Project F-156(21)
Boring Road
(Files 46317, 46326, and 46327)

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7-25-72

FBL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917.744

RECEIVED
JUL 27 1972
8046
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 25, 1972

TO J. H. Versteeg
Regional Engineer
ROSEBURG

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

In response to your July 20 letter regarding a letting date for the subject project, our most recent schedule (July 21) confirms the February 1973 date which reflects our present intention. However, I must caution you that because of the uncertainty of federal financing, nothing is absolutely certain.

I suggest that you use the date given in the schedule for your present planning, and perhaps we can take a check reading on the project before Mr. Ikola is through at Beaverton.

LHY:dg 1a

bc Tom Edwards

FORM B-90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 20, 1972

To: F.B. Klaboe
Deputy State Highway Engineer
S A L E M

SUBJECT: Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

The Winston-Shady project is presently scheduled for the first quarter of 1973. Can this contract letting date be confirmed at this time?

The structure project on Highway 101 in Brookings should be completed by the end of 1972. We would like to transfer Mr. Bill Ikola, Resident Bridge Engineer, to Roseburg to work on the Winston-Shady project. I would appreciate whatever information there is available on the scheduled contract letting.

JAMES H. VERSTEEG
Regional Engineer

JHV/sn
cc C.T. Keasey
Walter J. Hart

RECEIVED
JUL 24 1972
PROGRAMING SECTION

RECEIVED
JUL 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8046

RECEIVED
MAY 1 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM J. R. Oakes, Assistant Right of Way Engineer
Oregon State Highway Division

SUBJECT File 45220-Marquiss, Winston-Shady Interchange, Coos Bay-Roseburg Highway, Douglas County, Project F-29(19)

Regarding Federal-Aid-Pre-Audit ineligibility notification 35-72-FIN-5 it appears the requested supplemental support by Mr. Gregg Bowman has been supplied by his revision which was sent to you Monday, May 1, 1972. He has documented his source of expense figures and given sales to support his capitalization rate. He has eliminated his damage to the remainder.

A second appraisal was received from Larry Holt, fee appraiser, which was ordered at your request.

The $9,000 should now be eligible for federal participation.

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
MAY 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

8046

ENGINEER

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1972

SUBJECT: State Force Order
Traffic Signal Installation
Intersection of Carnes Road
and Coos Bay-Roseburg Highway

To:

L. P. Shaw
Asst. State Highway Engineer

B u i l d i n g

Attached, for your approval, is State Force Order in the amount of $8,000 for the installation of traffic signals at the intersection of Carnes Road and the Coos Bay-Roseburg Highway commonly known as Kelley's Corner.

This work has previously been completed at the request of Mr. Edwards and charged to minor betterment funds.

Mr. Edwards in his letter of April 14 recommended to the Commission that this expenditure be approved retroactively as a State construction project. Upon approval the charges will be transferred from minor betterment to State construction funds.

Your approval is recommended.

Robert N. Bothman
Maintenance Engineer

WA:mp

Attachment

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Farms signed
& returned to Bothman
5-17-72

8046

Cross Referenced to:

FOR

April 24, 1972

Mr. Tom Edwards
Highway Division
State Highway Bldg.
Salem, Oregon

Dear Mr. Edwards:

On behalf of a lot of people who pass through Kellys Korner south of Roseburg (some of them twice a day), I would like to thank you for our traffic light.

It certainly is a help toward our safety. It has slowed up traffic considerably - especially the trucks which were a source of just pure fright at this place. I think these were a worse hazard the past two or three years because they seemed to exceed the posted speed limit which was too fast for the area anyway.

Please accept the thanks of many people of this area and of people who use the road to go to Roseburg from a lot of outlying areas.

Yours truly

Doreen M. Weber
4963 S. W. Melody Lane
Roseburg, Oregon

RECEIVED
APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8044

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : ~~Mr. George M.~~ Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 25, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston-Shady Section
File 45331 - Kleve

Mr. Oakes' April 21 letter requests Federal participation in the cost of securing a third appraisal. The request indicates that a complex appraisal problem is involved and that the original appraisals were made by staff trainees.

During a previous review it was brought to the State's attention that trainees had been used to appraise complex takings under Files 45220 and 45217. The matter of placing full reliance on staff trainees to appraise complex acquisitions should be discouraged. It is suggested that this matter be reemphasized to the district office.

Federal funds will participate in the cost of securing a third appraisal.

4-27-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
APR 2 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 21, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

NOTED
F. B. KLABOE

FROM for D. H. Moehring, Right of Way Engineer
Oregon State Highway Division

SUBJECT File 45331-Kleve, Winston-Shady Interchange, Coos Bay-Roseburg Highway, Douglas County, Project F-29(19)

Formal request for a third appraisal is made for subject for the following reasons.

The complexity of the appraisal problem was not realized until after two appraisals were made by staff trainees. It is now felt to adequately consider and treat the problem of just compensation, including damage due to loss of parking, an experienced appraiser should be asked to appraise subject property. The personnel used in this case to date would need close supervision--so close that it could amount to direction by their supervisor.

May we have your concurrence and participation in the cost of another appraisal?

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
APR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8046

RECEIVED
APR 18 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 14, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM D. H. Moehring, Right of Way Engineer
Oregon State Highway Division

SUBJECT File 45217-Wagler, Winston-Shady Interchange, Coos Bay-Roseburg Highway, Douglas County, Project F-29(19)

Pursuant to Mr. L. R. Backlund's Ineligibility Notification 35-72-FIN-7, we secured a second appraisal and supplemental documentation from the original appraiser.

A revised review of the appraisals by L. A. Holt and Lou Schwab was written on March 30, 1972, and distributed April 3, 1972, copies of each being directed to your offices.

We trust this additional documentation will answer the questions posed and that subject file will be fully eligible for participation.

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1972
8046
FOR FILING

DATE April 14, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Traffic Signal Installation Funding**

The reconstruction of the Coos Bay-Roseburg Highway in the I-5--Winston Section currently on our program proposed the installation of a traffic signal at the intersection of the Dixonville-Carnes Road.

Traffic conditions became intolerable at this intersection and as an interim measure, traffic signals were installed at what is commonly known as Kelley's Corner. The work was done by State forces. Douglas County contributed $2,000 of the $8,000 cost.

I recommend that you approve this expenditure retroactively as a State Construction Project.

This matter will be on the agenda for the May 16 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
C.T. Keasey
L. E. George
L. H. Young
V. E. Skoog
J. H. Versteeg
Gary Ross
Gary Sund

TE:ms cg

DETERMINED
APR 17 1972
FOR FILING

Form FHWA-121 (1-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 4,1972

In reply refer to 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston-Shady Interchange
Clearance of Residential Units
(Refer to Mr. John R. Oakes' letter of March 27)

You are authorized to proceed with the clearance of the car wash and the two residential units covering the three files listed on Sale Announcement No. 37 by public auction sale on April 10, 1972. If you are unable to sell the improvements, you are authorized to remove the improvements by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe and sanitary replacement housing which is available for immediate occupancy.

RECEIVED
APR 12 1972
STATE HIGHWAY DIV.

4-12-72
Mailing

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVE
COUNTY & CITY SECTION
APR 7 - 1972
☐ ENGR. ☒ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Board of Commissioners
Douglas County Courthouse
Roseburg, Oregon 97470

March 28, 1972

Gentlemen:

The State and County have deemed it necessary and desirable in the interest of public safety, to install a temporary traffic signal at the intersection of the Coos Bay-Roseburg Highway No. 35 (ORE 42) and S.W. Carnes Road, more commonly known as "Kelley's Corner," in Douglas County, Oregon.

The State has installed the facility, will pay for the electrical energy consumed, and maintain until a permanent installation is constructed as a part of the pending Winston-Shady Interchange Section scheduled for the 1973 construction season.

The estimated cost of the installation is approximately $8,000, and it has been determined that County and State shall share in said cost on the basis of $2,000 cost to Douglas County, and $6,000 or the balance of cost to State.

Please give this proposal your consideration and if acceptable, sign in the appropriate space provided below and return three copies to this office, along with Douglas County's check in the amount of $2,000.

DOUGLAS COUNTY Board of Commissioners

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

Very truly yours,

George M. Baldwin
Administrator of Highways

By _____
H. S. Cox
County and City Engineer

DNH:ljt

8046 3-24-72

OREGON STATE HIGHWAY DEPARTMENT

FOR WORK ORDER MAINTENANCE OR BETTERMENT

CLASS OF WORK

- [x] MINOR BETTERMENT
- [ ] EXTRA GANG MAINTENANCE
- [ ] SECTION MAINTENANCE
- [ ] BRIDGE BETTERMENT
- [ ] BRIDGE MAINTENANCE
- [ ] BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY
- [ ] MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY
- [ ] PARKS—MAINT. AND BETTERMENT

FORM S 440 (REV. 9-69)

PREFIX	Region or DIVISION NUMBER	DISTRICT NUMBER	FOR THE YEAR	DATE SUBMITTED
10-1207	III	6	1971-72	3/20/72

HIGHWAY: Coos Bay-Roseburg

NAME OF SECTION, BRIDGE OR PARK: Intersection of Coos Bay-Roseburg Hwy&Carnes Rd. (Kelleys Corner)

NAME, TYPE AND PURPOSE OF WORK: Install Temporary Traffic Signal

FROM MILE POST	TO MILE POST	AUTHORIZATION (1ST, 2ND, 3RD, ETC.)
75.70		1st

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST	FUNCTION	AMOUNT
Provide material and install a temporary woodpole, spanwire mounted, pretimed traffic signal with advance "BE PREPARED TO STOP WHEN LIGHTS FLASH" signs at the intersection of Carne's Road and the Coos Bay-Roseburg Highway, (Kelleys Corner). This project to be funded from Salem special funds for "Traffic Signal Project to be Selected".	170	$8000.00

APPROVED
E. S. HUNTER
R. N. BOTHMAN
MAINTENANCE ENGINEER

DATE WORK TO START: 3/20/72

ESTIMATED DATE OF COMPLETION: 3/24/72

INSTRUCTIONS:
1. ORIGINATOR—Submits 3 copies to Division Engineer for approval.
2. DIVISION ENGINEER—Sends original to Controller for budget control.
3. DIVISION ENGINEER—Files 2nd copy and returns approved 3rd copy to Originator.
4. ORIGINATOR—Uses approved 3rd copy as his authority to perform work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

THE CONTROLLER WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES ARE TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate . . . $8000.00

Amount previously authorized under this order . . . . .

Increase or decrease in authorization . . . . .

Submitted by: C. Anderson

Approved: H. Overturf
DIVISION ENGINEER

NOTES: A separate work order is to be submitted for each class of work.
This order does not constitute authority for expenditures until approved and returned.
NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE DIVISION ENGINEER.

BP-F344

FORM S-10 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 20, 1972

To: MEMO TO THE FILE

SUBJECT: Installation of Temporary Traffic Signal
Coos Bay-Roseburg Highway
ORE99 - Hwy. No. 35 - MP 75.70
(Kelley's Korner)

On Friday, March 17, 1972, at 9 AM, Mr. L. E. George, Traffic Engineer, Salem, telephoned and advised the writer that Mr. Edwards had instructed him to immediately install a temporary wood pole, spanwire mounted, pretimed traffic signal with advance "BE PREPARED TO STOP WHEN LIGHTS FLASH" signs. He was also informing Mr. Judson of these instructions.

At 1:30 PM that date, Mr. Judson and the writer staked the location of 8 poles (4 for the signal proper and two each for the spanwire advance signs). The span lengths vary from 85 to 112 feet. With this information Mr. Judson called his shop and started the fabrication of the necessary hardware. They will work Saturday, March 18, 1972 and ship the material at 7 AM, Monday, March 20, 1972.

All three Region III Electrical Crews will report at Kelley's Korner at 10 AM, Monday, March 20, 1972.

Both local power companies were contacted and asked to install the wood poles. Both declined due to Sims Electric's complaint of such activity. Mr. Kinbrell of Sims Electric was contacted and asked to proceed to install and supply and set 8 - 35' poles Monday AM.

By a copy of this memo I am asking Mr. Anderson, Office Engineer, to initiate a minor betterment order for $3,000 to be funded from Mr. George's "Traffic Signals at Locations to be Selected" funds.

It is estimated that the signals will be in operation by Thursday PM March 23, 1972.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
cc: L. E. George
R. Judson
Chet Anderson

RECEIVED
824 PNC.

- Bud George

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 17, 1972

To: James H. Versteeg
Regional Engineer
O F F I C E

SUBJECT: Kelley's Korner
Coos Bay-Roseburg Highway
ORE99 - Hwy. No. 35 - MP 75.70

An accident occurred at 4:30 PM, Wednesday, March 15, 1972, at the subject location. The accident involved a vehicle (1970 Datsun) driven by Nora Bell, 1820 S.W. Carnes Road, pulling out from the side road from a position adjacent to another vehicle waiting to make a right turn, east to north. Additional details are being sought from the state police.

A Mrs. Utterback, local resident, telephoned this office this date and demanded the reported accidents for the last year or so. She had called Sheriff Truett and was attempting to call Commissioner Flegel. She was organizing a citizen's group and was going to descend on the courthouse with 25 ladies.

I advised her that I would obtain a collision diagram and interpret it at any meeting she was able to put together at the Douglas County Courthouse during the week of March 27, 1972.

She indicated she wanted to explore the possibility of using the railroad overpass to the north as a grade separation. She also stated she knew that a signal would not solve all the accidents. She also indicated that when we get the new construction completed (to four lanes) the problem would be even worse.

At the end of our conversation the tone was quieter and less demanding.

Glen L Clark
GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
cc: L. E. George
Jack McCormick

NOTED
TOM EDWARDS

3-23-72
Edwards

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

APPROVED:
REG. MAINT. ENGR.

Signal is now operating fine

TRANSACTION NUMBER 3-47

FORM PR-48 (REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-17-72

BY (Signature): MR. ASCURRY'S MARCH 10, 1972 LETTER

TITLE: ASSISTANT PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 516 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
516	F-29(22)	3.61	20,153	12,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

WORK	LOCATION
UTILITY ADJUSTMENT	WINSTON-SHADY INTERCHANGE SECTION.

3-17-72 ✓

3-23-72

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE ADJUSTMENT OF UTILITIES.

RECEIVED FOR FILING

8046

RECOMMENDED

DATE _____ SIGNATURE AND TITLE _____

APPROVED

DATE 3-17-72 SIGNATURE AND TITLE FOR: R. E. S[illegible]ON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be con[illegible]s creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

8046

RECEIVED
MAR 13 1972
FOR FILING

March 10, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

We are submitting program data for one Primary utility adjustment project, Item 516, Project No. F-29(22), "Winston-Shady Interchange Section", which we desire to have included in the Federal-aid Primary Highway Program.

The documentation for the requirement of IM 50-1-70, PPM 20-8 and PPM 90-1 was submitted with Right-of-Way Project F-29(19).

It is our present intention to add the construction work to this project in the near future by PR-9 Program Modification action.

Very truly yours,

George A. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enclosures

RNC:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067.1
U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-10-72

CARD 2 — REPORT NUMBER: 1 | PROJECT LOCATION (45 typewriter spaces): US 99 Winston NE 3.61 mi. | ADT | PRESENT: 7,800 | FUTURE: 14,000 | YEAR: 92 | REGION: 10 | STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Adjustment of Utilities | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S): F- | NUMBER: 29(2

CARD 4 — CLASS OF FEDERAL FUNDS: Primary | COUNTY NAME: Douglas | NAME OF URBAN AREA | ROUTE NO. P | FEDERAL-AID: 14 | STATE: 35 | U.S.: 99

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		US 99 Winston N.E. 3.61 mi.					
5					ROW (Utility)		"Winston-Shady Interchange Section"	0.0	320	200	120	
5					CONST (CODE) Y-060			3.61	19,833	12,600	7,233	
							PROJECT TOTALS	3.61	20,153	12,800	7,353	

CARD 1 / CODE 1 — PREPARED BY

CARD 1 / CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item 494, Prc

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-10-72

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99 Winston NE 3.61 mi.	ADT	7,800	14,000	92	10	Oregon	35	012	516

WORK (35 typewriter spaces)	NATL. FOREST	FHS ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
Utilities								F-	29(22)		

	COUNTY NAME	CODE	PROGRAM STAGE
Primary	Douglas	019	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	14	35	99

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 99 Winston N.E. 3.61 mi.						Adjustment of utilities including prep. work (for future 4-12' lanes, 4' med., 10' shldrs., & 4 strs.)
OW (Utility)		"Winston-Shady Interchange Section"	0.0	320	200	120		
ONST (CODE) -060			3.61	19,833	12,600	7,233		ROW - 90' min; access control-partial partial; parking restrictions-none.
		PROJECT TOTALS	3.61	20,153	12,800	7,353		

APPROVAL DATES

REMARKS

Additional Data: Item 494, Project F-29 (19)

-OVER-

USCOMM-BUSCOMM-DC 49065-P61

WINSTON-SHADY INTERCHANGE SECTION

Project F-29(22)

Remarks - continued

Project Data: The work consists of adjustment of the El Paso Natural Gas Company facility at approximately Station 1268+50, on the new alignment of this section, to facilitate the construction project which is contemplated in the near future. The estimated cost of the work is:

Adjustment of facilities	$19,833
Required Utility right-of-way	320
Total Cost	$20,150

System Action, Airports, Water Development, Historical and Recreation Areas: None involved.

Design Approval: FHWA Memo of May 1, 1970.

Public Hearing: Held October 28, 1969.

State and District Clearinghouses approval and nonaction submitted under our letter of April 13, 1970, requesting location/design approval.

RECEIVED
MAR 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1972

To: Mr. L. H. Young
Programming Engineer
BUILDING

SUBJECT: Utility Adjustment Request
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Please initiate the necessary program action for the following utility adjustment on the proposed subject project. All adjustment cost is based on an estimate submitted by the utility, a copy of which is attached.

Attached also for your information is a copy of a sketch showing their proposed relocation.

Utility Adjustment Costs:

El Paso Natural Gas Company

Adjustment Costs	$16,285.00
R/W Costs (by Utility)	320.00
Total	$16,605.00

NOTED
F. B. KLABOE

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:dl
cc: F. B. Klaboe
R. N. Chase
V. L. Gallagher

OFFICE OF
STATE HIGHWAY ENGINEER

8046

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

February 29, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 45624-Glenn
Winston-Shady Interchange
Coos Bay-Roseburg Highway
Douglas County

Project F-29(19)

Dear Mr. Simpson:

Subsequent to receipt of Mr. L. R. Backlund's August 18, 1971, Ineligibility Notification 35-71-FIN-47, the description of subject taking was changed. By revised appraisal dated January 12, 1972, Doug Luth recognized both the revised taking and the questions posed in the Notification.

By review dated February 22, 1972, Neil Flanagan corrected a continuing duplication of payment involved in damages to the remaining septic system ($600) and the cure of those damages by connection to sewer facilities. Mr. Luth has been asked to correct this duplication in his appraisal.

We trust that the attached copies of the revised appraisal and review will adequately answer the Notification and that the subject file will be fully eligible for participation.

Very truly yours,

for: D. H. Moehring
Right of Way Engineer

attachment

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell
Dick Wilson

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Form E-123

D 8046 2-28-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION NO. 35-72-FIN-5

STATE	COUNTY
Oregon	Douglas
F. A. PROJECT NO.	STATE CONTROL SECTION OR PROJECT NO.
F-29(19)	Winston-Shady Interchange

3-3-72

TO: Mr. George M. Baldwin, Administrator of Hwys
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (M R Mitchell)
3. OSHD (D H Moehring)
4. OSHD (M M Mead)
5. Accounts
6. Project File
7. FIN File

ITEMS IDENTIFIED BELOW ☒ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED

File 45220, Marquiss

Based on the fact that there are no really comparable sales in the area Mr. Bowman has relied on the income approach to value and this appears to be the proper approach.

The use of and reliance on this particular approach raises certain questions with regard to adequate documentation. The appraiser should be asked to submit additional information on the following:

1. Documentation and source of expense figures used in both the before and after situations.
2. Support for both the interest rate and capitalization rate.
3. Further discussion of the damages to the remainder parcel.

A second appraisal is required due to the complex nature of this acquisition. The original appraisal was prepared by a 1-month trainee.

INELIGIBLE $ 9,000 (IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE _____
REFERENCE

NOTED
F. D. KLAGGE

REMARKS

CHIEF OF
STATE HIGHWAY ENGINEER

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	February 28, 1972

FORM PR-1367 (REV. 6-71) (7-67) EDITION MAY BE USED. *STRIKEOVER IF APPLICABLE GPO 814-017

RECEIVED
FEB 2 [illegible] 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 17, 1972

To: James H. Versteeg
Region Engineer
O F F I C E

SUBJECT: Re-examination of Traffic Conditions
Coos Bay-Roseburg Highway at
Dixonville-Carnes Road
(Kelley's Korner)
ORE99 - Hwy. No. 35 - MP 75.70

Attached is a letter dated January 27, 1972, from our Salem office directed to the Honorable Al Flegel, Chairman of Douglas County Board of Commissioners, explaining that we cannot signalize the subject intersection but promissing a careful examination of existing conditions.

As instructed, the writer has reviewed conditions and made certain changes. The left turn refuge striping was refurbished Tuesday, February 15, 1972. A change in design was made for the northeast to southwest left turn movement. Minor striping changes such as solid white stripes separating the left turn pockets from through traffic was made. The island in the northwesterly quadrant was enlarged to discourage a "slashing" movement to a service station access. The stop sign facing traffic approaching from the Green District was placed closer to the edge of the traveled way to preclude being hidden by a row of telephone poles.

The next logical step, if further improvements are considered necessary, would be to install a flashing beacon to further improve the side street stop indication.

Most of the mentioned minor improvements have been accomplished at this writing, but all will be completed by tomorrow, Friday, February 18, 1972.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

2-17-72 JHV

GLC:cc
cc: Fred Klaboe
R. L. Schroeder
L. E. George
R. N. Bothman
Jack McCormick

NOTED
F. D. KLABOE

NOTED
E. S. HUNTER

FEB 22 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Elsie
BY DEPUTY STATE H[illegible]

2-18-72
original to
Frank Hall

Frank - Please have original matched with the 4 here you'll now have under design.
JHV

Elsie Hall
Elsie Ramsdale
E S H

8046

... Referenced To:

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 27, 1972

The Honorable Al Flegel
Chairman
Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon 97470

NOTED
F. B. KLABOE

Dear Al:

This is in reply to the request for a traffic signal at the intersection of the Coos Bay-Roseburg Highway and Dixonville-Carnes Road (Polly's Corner).

We have again reviewed the warrants for a traffic signal at this intersection and again find that they are not met. As you can well understand, we must adhere to a system of warrants in regard to traffic signals or their use would become exceedingly costly and in some instances result in unneeded traffic delay.

We have again checked our accident record for this location and our files indicate only one fatal accident in the last five years. This was the accident which occurred in July of 1971 and resulted in two fatalities and one injury. The other fatalities listed in the letter from Dr. James K. Gray, Health Officer of Douglas County Health Department, must have occurred at some other location.

As you are well aware, it is the intention of the Highway Division to relocate OR 42 in this vicinity so as to eliminate the intersection. The installation of an unwarranted traffic signal at this time would result in an unnecessary expense with the completion of this relocation.

NOTED
TOM EDWARDS

NOTED
R. L. SCHROEDER

Fred:
I called Al and told him we would include light in reconstruction.
RL

I wish to apologize for the delay in replying to your request. In view of the specific mention of numerous fatal accidents, we took the time to check our accident records. We will also give the intersection a careful examination to see if it needs more delineation or a new paint job.

If I can answer any further questions concerning this matter, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

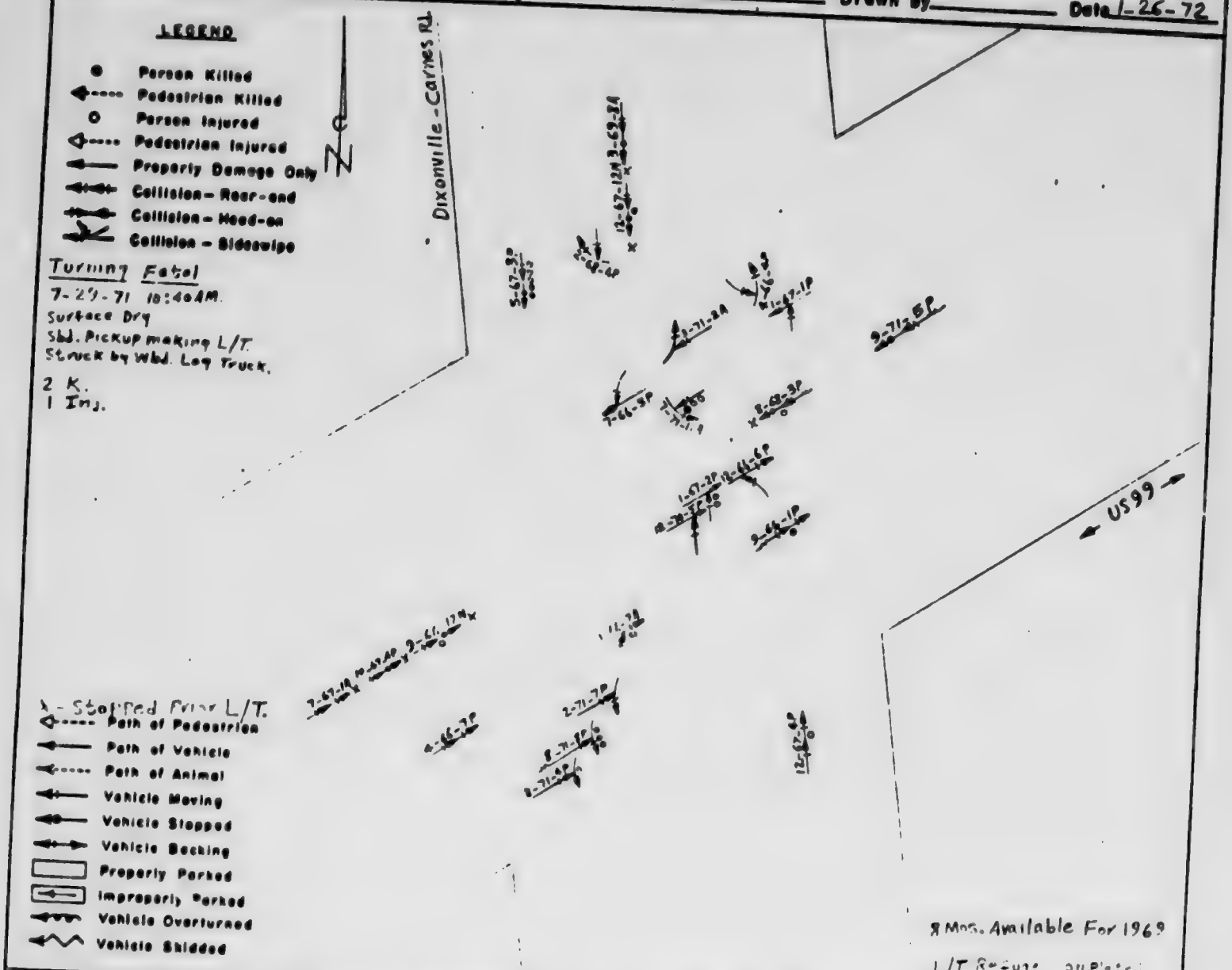
RLS:jf

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
L. E. George
J. H. Versteeg -- Please look this intersection over carefully to see if anything needs to be done.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of N. of Winston County Douglas
Intersection of Coos Bay-Roseburg Hwy. and Dixonville-Carnes Rd.
Highway Number 35 (US 99) MP 75.70 (Kelly's Korner)
Period Covered 1-1-66 To 10-31-71
Compiled by CS Drawn by _____ Date 1-26-72



8 Mos. Available For 1969

L/T Records Supplied 11-23-72

Collision Type	19[illegible]				19[illegible]				19[illegible]				10 Mos. 1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	1	2							1	1						1	2	3
Head-on															1	1		6	5	11
Rear-end		5	3	8		1	1	2												
Sideswipe															1	1				
Turning Movement		1	3	4			1	1					1	2	2	5	1	3	6	10
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		7	7	14		1	2	3			1	1	1	2	3	6	1	10	13	24

Form E-251-6-70

Form 5304

STATE PRINTING

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Kelly's Korner
Hwy. 35 MP. 75.70

Date	Type coll.	← Driving Error →
1-66-7A	Turn	Turn From Wrong Lane
4-66-4P	"	Did not have R/W.
12-66-6P	"	" " " "
7-66-5P	"	Turn From wrong Lane
4-66-7P	RE	Failed to decrease Speed For Slow moving Veh.
9-66-12N	"	Failed to avoid stopped veh. ahead
9-66-1P	"	Following too close
1-67-1P	Angle	Did not have R/W.
1-67-2P	"	" " " "
5-67-3P	RE	Improper start from stopped Position
7-67-1A	"	Failed to decrease Speed For Slow moving Veh.
12-67-4P	"	" " " " " " " "
10-67-4P	"	Failed to avoid stopped Veh. ahead
12-67-12N	"	" " " " " "
2-68-4P	Turn.	Wide turn
8-68-3P	RE	Failed to avoid Stopped Veh. ahead
3-69-8A	RE	" " " " " "
12-70-5P	Angle	Did not have R/W.
7-71-11A	Turn.	" " " "
8-71-8P	"	Left Turn in front of oncoming traffic
8-71-4P	"	" " " " " "
9-71-5P	RE	Failed to avoid Stopped Veh. ahead
2-71-7P	Turn	Left Turn in front of oncoming traffic
3-71-2A	"	" " " " " "

1/26/72
CS

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of N. of Winston County Douglas
Intersection of Coos Bay - Roseburg Hwy. and Dixonville - Carnes Rd.
Highway Number 38 (US 99) MP 76.70 (Kelly's Korner)
Period Covered 1-1-66 To 10-31-71
Compiled by CS Drawn by _____ Date 1-26-72

Collision Type	1966 Fatal	1966 Non-fatal	1967 Prop Damage	1967 Total	1968 Fatal	1968 Non-fatal	1969 Prop Damage	1969 Total	1970 Fatal	1970 Non-fatal	1970 Prop Damage	1970 Total	10 Mos. 1971 Fatal	10 Mos. 1971 Non-fatal	10 Mos. 1971 Prop Damage	10 Mos. 1971 Total	TOTAL Fatal	TOTAL Non-fatal	TOTAL Prop Damage	TOTAL Total
Angle		1	1	2							1	1						1	2	3
Head-on																				
Rear-end		5	3	8		1	1	2							1	1		6	5	11
Sideswipe																				
Turning Movement		1	3	4			1	1					1	2	2	5	1	3	6	10
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		7	7	14		1	2	3			1	1	1	2	3	6	1	10	13	24

Form E-281-6-70

Form 734x -

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Kelly's Korner
Hwy. 35 MP. 75.70

STATE PRINTING

Date	Type coll.	← Driving Error →								
1-66-7A	Turn	Turn From Wrong Lane								
4-66-4P	"	Did not have R/W.								
12-66-6P	"	"	"	"	"					
7-66-5P	"	Turn From wrong Lane								
4-66-7P	RE	Failed to decrease Speed For slow moving Veh.								
9-66-12N	"	Failed to avoid stopped veh. ahead								
9-66-1P	"	Following too close								
1-67-1P	Angle	Did not have R/W.								
1-67-2P	"	"	"	"	"					
5-67-3P	RE	Improper start from stopped Position								
7-67-1A	"	Failed to decrease Speed For slow moving Veh.								
12-67-4P	"	"	"	"	"	"	"	"	"	
10-67-4P	"	Failed to avoid stopped Veh. ahead								
12-67-12N	"	"	"	"	"	"	"			
2-68-4P	Turn.	Wide turn								
8-68-3P	RE	Failed to avoid stopped Veh. ahead								
3-69-8A	RE	"	"	"	"	"	"			
12-70-5P	Angle	Did not have R/W.								
7-71-11A	Turn.	"	"	"	"					
8-71-8P	"	Left Turn in front of oncoming traffic								
8-71-4P	"	"	"	"	"	"	"	"		
9-71-5P	RE	Failed to avoid stopped Veh. ahead								
2-71-7P	Turn	Left Turn in front of oncoming traffic								
3-71-2A	"	"	"	"	"	"	"	"		
1/26/72 CS										

HEALTH DEPARTMENT

ROSEBURG, OREGON

BOX 1146
1154 S.E. DOUGLAS

PHONE 672-5781

January 7, 1972

TO: Stanford Buell, County Commissioner
Douglas County Board of County Commissioners

FROM: James K. Gray, M.D., Health Officer
Douglas County Health Department

SUBJECT: Kelley's Korner

In the past three years, four deaths have occurred as a result of collisions at Kelley's Korner. Because of lack of available statistics kept in hospitals, and because of lack of availability of police records and ambulance records, not very much is known about the actual number of non-fatal accidents that have occurred at Kelley's Korner. However, the flow of traffic is such that a potential hazard exists at Kelley's Korner at all times, and particularly at the times when there is a shift change at the mills.

There are literally thousands of cars that cross Kelley's Korner at the hours of shift changes.

Recommendations:

1. At the minimum, a flashing red light for stopping both ways, or a four-way stop. I believe this is not a practical suggestion because it would interfere too seriously with mill traffic as it comes along the road.

2. Determine the hourly flow of traffic and station a traffic officer at the corner. This is probably not feasible or satisfactory because of costs.

3. The installation of an automatic traffic signal is probably the only satisfactory method from and expense and practical standpoint.

Comments: Kelley's Korner is a potential and ever-present source of danger to travellers who use old highway 99 between Roseburg and Winston. Because of the high incidence of traffic and cross-traffic, this is an area that should receive immediate attention if it is at all possible. The costs of disability, morbidity and mortality that arise from accidents that occur at Kelley's Korner far outweigh the expense of a proper traffic signal.

JAMES K. GRAY, M.D., Health Officer
Douglas County Health Department

RECEIVED
NOV 18 1971
FOR FILING

November 17, 1971

City of Winston
Post Office Box Drawer 750
Winston, Oregon 97496

Attention: Mr. Al R. Hooten,
City Administrator

Gentlemen:

The State Highway Division has established the criteria for design of the Winston-Shady Section of the Coos Bay-Roseburg Highway, and is proceeding with development of final plans for the project. The target date for a construction contract has been tentatively set for July, 1972.

A completely modernized storm drainage system will be installed as part of the project, including an outfall to carry storm runoff to the river at the south city limits. The design for the storm sewer system was developed as a result of thorough studies conducted by the Highway Division and the City of Winston, with each group placing special emphasis on their respective drainage problems. The results of the two studies were correlated in such a manner as to make the highway and city systems complementary to each other. The City of Winston has agreed to participate in the cost of the outfall in order to assure that the capacity would be great enough to include disposition of water from the city system.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
H. S. Cox
F. L. Hall

MCH:ljt 1a

3-30-71 Council Agenda

CITY of WINSTON

P.O. DRAWER 750 97496
HOME OF THE DILLARD MELON

November 10, 1971

Oregon State Highway Dept.
Highway Dept. Bldg.
Salem, Oregon
Attention: Mr. Frank Hall, Design Engineer

Dear Frank:

Would it be possible for the Highway Department to issue the City of Winston a statement to the effect that the design criteria along with the water drainage system has now been established?

Some local citizens have recently included the City of Winston in this long standing water drainage problem and their attorney tells me that they actually want some concrete assurance that this project is going to solve this thing.

It seems that our telling these people the project does in fact take care of all these different problems hasn't been sufficient.

I feel that they must have the idea that a lawsuit will expedite things and "force" you people along with the City to hurry up and do something.

A statement from someone along these aforementioned facts would be of great help to the City at this time.

Hall
A. Olson
Turpin
Scott
venson
H. Olson
Tou

RECEIVED
NOV 12 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Very truly yours,

Al R. Hooten
City Administrator

RE: Cox
design
to answer

RECEIVED
COUNTY & CITY SECTION
NOV 15 1971
☑ ENGR. ☐ DSGR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

AH:dm

8046

RECEIVED
OCT 27 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 45182-Webber
Winston-Shady Interchange
Coos Bay-Roseburg
Douglas County

Project F-29(19)

Dear Mr. Simpson:

By letter dated October 18, 1971, copy attached, Mr. Chapman, the appraiser, indicates that although the septic tank itself was not taken, restoration of the drainfield per existing standards would require a new septic tank.

By memorandum dated October 26, 1971, copy attached, Mr. Flanagan, the review appraiser, explains that the matter of damages to the remainder is justifiable. The allocation of damages, however, should more properly have been identified with the improvements rather than the land.

We trust the foregoing explanations and attachments will answer the questions posed in Mr. L. R. Backlund's September 9, 1971, Ineligibility Notification 35-71-FIN-57 and that subject file will be fully eligible for participation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

DHM-MMM:MH
attachments

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8046

RECEIVED
OCT 26 1971

FOR FILING

October 21, 1971

Mr. Eugene F. Sharkey
5459 SW Dillard Highway
Roseburg, Oregon 97470

Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Dear Mr. Sharkey:

In reference to your letter of October 16, regarding the subject section, please be advised that this project is not completely funded at the present time, although the purchasing of the right-of-way for this project is completely funded. It is presently planned that this project will be funded as follows: approximately 63 percent federal funds and 37 percent state funds. This ratio of funding will be for the entire cost. It is estimated that the entire project, including right-of-way will cost in the neighborhood of $6,000,000. We will not have a firm estimate of cost until the plans are finalized.

For your information, federal funds are apportioned to the state on a fiscal year basis, July 1 to June 30 rather than on an individual project basis. Individual projects are then selected to match the years apportioned amount.

According to our present schedule, the construction of this project may have to be held over until another yearly apportionment is made before it can be funded. More detailed information regarding this project is obtainable from our Regional Engineer, Mr. C. T. Kessey, 1513 S.E. Cobb Street, Roseburg, phone 672-6541.

Very truly yours,

R. L. Porter
State Highway Engineer

RDA:dg

By

L. M. Young
Program and Planning Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
D. H. Moehring
C. T. Kessey

5459 S.W. Dillard Highway
Roseburg, Oregon 97470
October 16, 1971

State Controller
State of Oregon
Salem, Oregon

Re: Winston-Shady Section, Coos-Bay-Roseburg Highway, Douglas County

Gentlemen:

The Oregon State Highway Division have plans for the expansion of the present 2-lane highway 99 included in captioned Section to a 4-lane highway from the northern part of the City of Winston to at least an area called Kelly's Korner and, perhaps, connecting with the present Interstate 5 highway. I don't know how much work has been performed on this project or moneys expended to date but I do know that some property has been purchased by the Oregon State Highway Division in the vicinity of my property and stakes are now sunk in the ground alongside highway 99 in front of my property with the object in mind obviously of negotiating the purchase of additional properties in connection with this project.

Please write to me and let me know if the cost of this project has been completed funded at the present time and the moneys completely appropriated covering all costs? I am also interested in the total estimated cost of the project and how much of the cost will be received as grants from the U. S. Government? If grants in aid will be received from the U. S. Government, will the grants apply to any part of the project geographically on a pro-rata basis or just certain geographical areas of the project and, if the latter case, to which geographical areas will the grants in aid apply?

Thank you.

Very truly yours,

Eugene F. Sharkey

Eugene F. Sharkey

3.

RECEIVED
OCT 18 1971
PROGRAM & PLANNING
DIVISION

Ashberry
R/W

RECEIVED
OCT 8 - 1971
FOR FILING

October 8, 1971

Mr. Russell M. Turner
21 Manor Loop Road
Roseburg, Oregon 97470

Dear Mr. Turner:

Re: Winston-Shady Section

In reply to your letter of September 22, our Right of Way Supervisor in Roseburg has reported that you have been contacted by one of our representatives who has explained that an appraisal review of this parcel was necessary.

Limitations of highway funds often delay construction of projects for several years during the planning stage, resulting in a hardship on some property owners whose property is affected. I am sorry that the Winston project has disrupted your plans but a settlement on your property can now be made since funds for the project have become available. I have asked our Right of Way Section to process your file as early as the necessary appraisal work can be completed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. L. Hall
D. H. Moehring - Enc.
C. T. Keasey - Enc.

FLH:jh srb

Roseburg, Ore.
S . 22, 1971

Mr. Fred Klaboe,
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Several Months ago, I requested the Roseburg Office to make the Highway settlement on my property in Winston, a hardship case so that I would know where I stand.

Because of the States slowness and unconcern for the rights of others, I have lost two sales and two rentals on my building, and am about to lose another chance for a sale, and still no nearer a settlement than I was when I retired ten years ago.

At a meeting with some of the Highway Engineers and the City Council in Winston, I was given your address and asked to contact you,so will you please do something, so I can know where I stand.

Yours very truly,

Russell M. Turner,
21 Manor Loop Rd.,
Roseburg, Ore. 97470

RECEIVED
SEP 23 1971
DESIGN
SECTION

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Roseburg, Ore.
S . 22, 1971

Mr. Fred Klaboe,
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Several Months ago, I requested the Roseburg Office to make the Highway settlement on my property in Winston, a hardship case so that I would know where I stand.

Because of the States slowness and unconcern for the rights of others, I have lost two sales and two rentals on my building, and am about to lose another chance for a sale, and still no nearer a settlement than I was when I retired ten years ago.

At a meeting with some of the Highway Engineers and the City Council in Winston, I was given your address and asked to contact you,so will you please do something, so I can know where I stand.

Yours very truly,

Russell M. Turner,
21 Manor Loop Rd.,
Roseburg, Ore. 97470

RECEIVED
DESIGN SECTION

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1971
FOR FILING

City of Winston
P.O. DRAWER 750 97496
HOME OF THE DILLARD MELON

September 28, 1971

Mr. Frank Hall, Engineer
Design Department
State Highway Building
Salem, Oregon 97410

Dear Mr. Hall:

The Winston City Planning Commission having unanimously adopted the design proposal on the Winston-Shady Interchange submitted their recommendation to the Council.

At a special meeting, the City Council has now adopted the plans and will draft a City ordinance concerning the deletion of on-street parking in the future.

Their feeling was that your department could now finalize these plans with the exception of some minor details,such as cross-walk location, certain stripping, etc.

Hoping this will help in the overall project effort, I remain,

Yours Very Truly,

Al R. Hooten
City Administrator

NOTED BY
F. L. HALL

SEP 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLAUSE

ARH:dm

Copy

Sept. 24, 1971

TO: CITY COUNCIL

FROM: CITY PLANNING COMMISSION

SUBJEC: NEW HIGHWAY

The planning commission members voted unanimously to recommend the City Council accept the State Highway plans as presented.

Al Hooten, Chairman

Joanne Riley, Sec.

NOTED
F. B. KLABOE

8046

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SEP 28 1971
Form E-26 (10-67)

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 23, 1971
Salem, Oregon

To: MEMO TO THE FILES

SUBJECT: Winston Section
Coos Bay-Roseburg Highway

cc U.
F. B. KLABOE

On the evening of September 20 I presented our plans for the improvement of the Coos Bay-Roseburg Highway through the town of Winston at a City Council meeting. There were about 50 local residents in attendance. Mr. Pat Schwartz and John Holcomb were with me.

One of the points of interest was ourproposal to restrict parking. After my explanation for our reasons opposition was dropped and Mayor Means told me that the Council was now ready to pass the necessary ordinance.

Some of the questions dealt with right of way negotiations that I was unable to answer directly. Pat Schwartz, Assistant Regional Engineer, and myself met with Leonard Riley, Regional Right of Way Supervisor, the following day and briefed him on their problems.

Frank L. Hall
Design Engineer

FLH:jh
cc: F. B. Klaboe

cc
F. B. KLABOE

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OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 28

~~PORTLAND~~

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

September 22, 1971

City of Winston
Winston-Dillard Water District

Re: Preliminary Right of Way Map
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

Gentlemen:

Enclosed you will find one print of the preliminary right of way map, our File No. 9B-7-5 on the above subject project. The present tentative schedule calls for opening of bids in the Spring of 1973.

This information is being submitted to you in accordance with our policy of supplying Utilities and Railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Mr. J. E. Holcomb, P.O. Box 1128, Roseburg, Oregon 97470, is the Regional Utility Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure

cc: A. E. Johnson
C. T. Keasey
J. E. Holcomb

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SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form F-123

8046

RECEIVED
G UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

September 22, 1971

Re: Preliminary Right of Way Map
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

Pacific Power and Light Company
California-Pacific Utilities Company
Pacific Northwest Bell Telephone Company
Roberts Creek Water District
Green Sanitary District
El Paso Natural Gas Company

Gentlemen:

Enclosed you will find ____ prints(s) of the preliminary right of way map, our File No. 9B-7-5, on the above subject project. The present tentative schedule calls for opening of bids in the Spring of 1973.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. J. E. Holcomb, P. O. Box 1128, Roseburg, Oregon 97470. The sketch map and schedule must be submitted whether the relocation is reimbursable nor not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jan Lee Litchfield
for T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure
cc: California-Pacific Utilities Company
San Francisco - Attn: R. K. Evans

Pacific Power and Light Company
Portland - Attn: Ken Namba

El Paso Natural Gas Company
Salt Lake City

A. E. Johnson
C. T. Keasey
J. E. Holcomb

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SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

8046

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JUN 28 1971
FOR FILING

Cross Referenced To:

June 25, 1971

Mr. Stanford Buell
County Commissioner
Douglas County Board
of Commissioners
County Courthouse
Roseburg, Oregon 97470

Dear Mr. Buell:

Attached are two collision diagrams of the Coos Bay-Roseburg Highway and Dixonville-Carnes Road Intersection in the area of "Kelly's Korner" north of Winston. One shows the accident pattern before the channelization was installed and the other covers the period since the installation.

I have asked Regional Engineer Keasey to provide me with a report concerning the ditch situation on old 99 north of Garden Valley Road, after which we will try to determine some means of lessening the accident hazard.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Ed[illegible]
Deputy State Highway Engineer

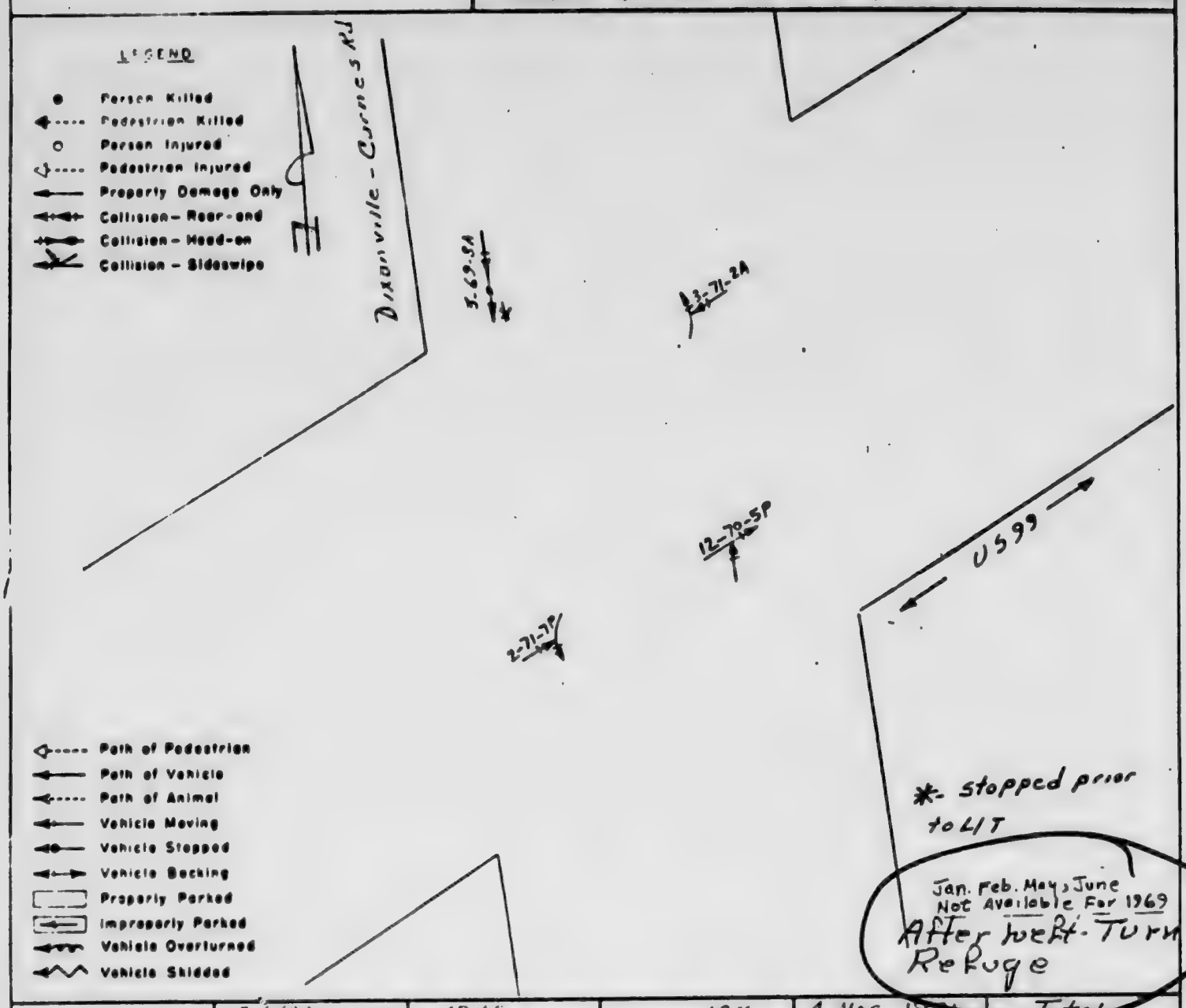
TE:ja

Attachment

bc R. L. Porter
F. B. Klaboe
F. B. Crandall
C. T. Keasey

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

No. City of Winston County Douglas
Intersection of Coos Bay-Roseburg Hwy. and Dixonville-Cornes Rd. "Kelly's Corner"
Highway Number 35 (US99) M.P. 75.76
Period Covered 12-1-69 to 4-30-71
Compiled by BCCS Drawn by _____ Date 6-24-71



Collision Type	12-1-69 to 12-31-69				1969				1970				4 MOS. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle											1	1							1	1
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement													1		2	2			2	2
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0			1	1			1	1			2	2			4	4

Form E-261-6-70

in 29 months →

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City N. of Winston County Douglas
Intersection of US 99 and Dixonville-Carnes Rd.
Highway Number 35 MP. 75.70 (Kelly's Korner)
Period Covered 12-1-65 To 4-30-68
Compiled by CS Drawn by _____ Date 6-25-71

Collision Type	12-1-65 To 12-31-65				1966				1967				4 Mos. 1968				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle										1	1	2						1	1	2
Head-on																				
Rear-end						2	1	3		3	2	5						5	3	8
Sideswipe																				
Turning Movement						1	3	4							1	1		1	4	5
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		-		0		3	4	7		4	3	7			1	1		7	8	15

Form E-661-6-70

in 30 months

8046

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MAY 24
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

May 21, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

RE: Revised Description of Easement
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County
R/W File 45415
YOUR FILE: 322
O-O-71-9

Gentlemen:

This is in reply to your letter dated April 7, 1971 wherein you request some minor changes in the description of easement submitted with our letter dated March 12, 1971.

Attached you will find two copies of our description revised as requested for R/W File 45415.

In response to your question regarding the time required for the construction of the structure, our Bridge Section advises that the structure will require approximately 12 months to complete.

Additional information will be submitted to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:fw
Enc.
cc Southern Pacific Transportation Co.
San Francisco
bc: F. B. Klaboe w/copy of SPTC letter
~~L. H. Young~~ "
I. D. Merchant "
F. L. Hall "
D. H. Moehring "
C. T. Keasey "

J. E. Holcomb

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BAKER
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

April 7, 1971

322
0-0-71-9

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Your letter March 12, relative to description of easement for Winston-Shady Interchange Section, Coos Bay-Roseburg Highway in Douglas County, Right of Way File No. 45415.

Herewith one copy of the description which we find satisfactory with the minor corrections shown thereon.

In connection with the widening of this structure, please advise the approximate amount of time that will be allowed contractor for construction of this widened portion so that we may include time for engineering inspection.

Yours truly,

A. W. Kilborn

Attach.

Copy to PO Scott
4-13-71 JL

RECEIVED
CONSTRUCTION
DIVISION

DESCRIPTION

EXHIBIT A

File 45415
Southern Pacific
Transportation Company
JS 3-2-71 9B-7-5

Survey Approval Project
Section: Winston - Shady Interchange
Highway: Coos Bay - Roseburg

A parcel of land lying in the SW¼ of Section 11, Township 28 South, Range 6 West, W.M., Douglas County, Oregon; the said parcel being described as follows:

Beginning on the Northwesterly ~~right-of-way~~ line of the Southern Pacific Transportation Company at a point which bears North 47° 59' East 3232.2 feet from the Southwest corner of said Section 11 and which is 30.0 feet Northwesterly at right angles from the center line of the main track of said Southern Pacific Transportation Company at Engineer's Station 274+52.52; thence North 61° 33' 30" East 85.54 feet to the Southeasterly ~~right-of-way~~ line of said Southern Pacific Transportation Company; thence South 17° 01' West parallel with said center line 57.03 feet; thence South 61° 33' 30" West 85.54 feet to said Northwesterly right of way line; thence North 17° 01' East parallel with said center line 57.03 feet to the point of beginning, containing 3,422 square feet, more or less.

tk/

8046

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APR 28 1971

FORM B-80-X (12-67)

FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1971

SUBJECT: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

To: Mr. C. D. Keasey
Region Engineer
Post Office Box 1128
Roseburg, Oregon

Review of the latest estimates for subject section brought up the question of whether all four of the structures on the job should be rebuilt completely or whether it would be desirable to try to use some of the existing structures for two lanes one way.

It was decided that serious consideration should be given to using the existing structures over the South Umpqua River and over the railroad for the northbound traffic and build new structures for southbound traffic. The two shorter structures would be replaced completely.

The structures to be retained should be reviewed to determine what needs to be done to them at the present time.

Your comments and suggestions will be appreciated.

Frank L. Hall
Design Engineer

By ORIGINAL SIGNED BY
A. D. OLSON

A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: F. B. Klaboe
Ivan Merchant
F. E. Terpin

ENGINEER

8046

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APR 26 1971
FOR FILING

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6570

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director

April 16, 1971

Mr. Robert K. Logan, Administrator
Local Goverment Relations Division
320 Public Service Building
Salem, Oregon 97310

Dear Mr. Logan:

In answer to your letter of March 30 concerning aerial mapping for Winston and vicinity, the area was photographed and mosaics were prepared in 1967 for the general highway series county mapping (see attached sheets I, J, K1 and K2 of Douglas County). At the present time, the Highway Division has no need for additional mapping or aerial photography of this area.

The Mapping Subcommittee of the Natural Resources Planning Task Force is presently making an effort to coordinate mapping and aerial photography needs. Mr. A. T. Larsen of the Forestry Department is chairman. The committee has held several meetings in the last few months with representatives from most federal and state agencies and some local agencies attending.

It should be borne in mind that aerial mapping for different agencies is tailored to the needs of that agency and is seldom duplicative.

It is the policy of the Highway Commission to share what mapping it has with other public agencies at nominal cost. However, it does not furnish aerial photography to private concerns in competition with private enterprise.

Sincerely,

ORIGINAL SIGNED BY
GEORGE M. BALDWIN
George M. Baldwin
Director

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GMB j
attachments

bcc: Tom Edwards

8046

TOM McCALL
GOVERNOR

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 12, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 9720?

ATTENTION: Mr. E. A. Kendrew

Re: Description of Easement
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County
R/W File No. 45415
Your File No. 322

Gentlemen:

Herewith you will find two (2) copies of a portion of our Right of Way Map, No. 9B-7-5, and a description of our Right of Way File No. 45415 covering the additional easement we will need from you to widen the structure which presently passes over your tracks at this location.

Bids for this project are tentatively scheduled to be opened in the third quarter of 1972. Additional information will be submitted as it becomes available.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company-
San Francisco w/map and description
F. B. Klaboe
L. H. Young
I. D. Merchant - w/map
F. L. Hall
D. H. Moehring "
C. T. Keasey "
J. E. Holcomb "

8046

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
P... Sta... Engr.

...TED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

d3

Transaction Number 2-5

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-28-71

BY (Signature): Mr. Young's January 5, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. 494 THRU ———

STAGE 2 ITEM NOS. ——— THRU ———

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
494	F-29(19)	3.61	722,350	-	Winston-Shady Interchange Section	All phases of Right of Way acquisition

Young's 2-4-71

RECEIVED FEB 4 1971

1-28-71

REMARKS (Division): The relocation plan for this project is approved as submitted. You are authorized under stage I provisions to proceed with all phases of right of way acquisition including incidental costs and relocation payments. This authorization is subject to the district office establishing and maintaining a list of available replacement housing as required by paragraph 6d(5) of IM 80-1-68.

No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered, by the state, adequate replacement housing available for immediate occupancy.

No residential unit may be cleared from the right of way, except by owner retention, without the prior approval of this office.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-23-71	for R. H. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage I project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

9446

804

RECEIVED
JAN 6 - 1971
FOR FILING

Cross Referenced To:

January 5, 1971

Ms. Doreen M. Weber
4963 Melody Street
Roseburg, Oregon 97470

Dear Ms. Weber:

This is in further reference to your letter concerning the possibility of installing a traffic signal at the Kelly's Korner intersection on US99 south of Roseburg.

This intersection has been investigated by our Region Office. It was found that of the 1,849 vehicles which entered the intersection on a typical day, 1,000 made a right turn onto US99. The drivers of these vehicles would not normally experience much difficulty in making this maneuver.

The left-turn refuge lane was constructed in December 1968. From that time to September 30, 1970, there was but one reported accident at the intersection. This was a rear-end collision, involving two vehicles entering from the side road, which would not have been prevented by traffic signals. Those accidents which occurred prior to construction of the left-turn lane are not applicable to a study of present conditions.

I am sure you can appreciate the fact that traffic and accident data must be used in determining the necessity for signal installations. The Oregon State Highway Division, in determining the need for traffic signals, subscribes to the national system of warrants which requires certain hourly traffic volumes on both the highway and the crossroad or a certain number of preventable-type accidents in a given period. Existing traffic conditions at Kelly's Korner do not meet these warrants. We therefore cannot recommend a signal at this location.

Thank you for your interest in traffic matters on our state highways.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

LEG:mk srb

Val

FORM E-90 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 17, 1970

DEC 21 1970

TRAFFIC ENGINEERING

To: C. T. Keasey
Regional Engineer
R O S E B U R G

SUBJECT: Traffic Signal Warrant Investigation
Coos Bay-Roseburg Highway-Kelly's Korner
US99-Highway No. 35-M.P. 75.70
FBK-3824

Attached is a letter dated September 23, 1970, from Ms. Doreen M. Weber, Roseburg resident, requesting a traffic signal installation at the subject intersection.

This acute cross type intersection was widened to provide a left turn refuge in December of 1968 at a cost of approximately $16,000. Douglas County reconstructed and realigned the northerly portion of the Carnes-Dixonville Road the same winter. A location project has been completed and sent to Salem proposing a four lane facility from I-5 to Winston. The proposed alignment deviates from the present centerline at this point enough to render any improvements obsolete.

Attached is a Collision Diagram showing the reported accidents at this intersection during the period 12/1/68 to 9/30/70, since the refuge construction was completed. This one rear-end type accident occurred on the side street approach and would not be a type preventable by signalization.

A 16 hour manual turning movement count factored to 24 hours taken December 10-11, 1970, revealed that 10,079 vehicles entered the intersection. 8,230 or 82% entered on US99 and 1,849 or 18% entered from the side street. 581 made the left turn west to north into the Green District. The actual cross traffic from the county road is very light, just slightly in excess of 100 vehicles per day. The other movements are as shown on the attached Flow Diagram.

Also attached is a Standard Signal Warrant Comparison Data Sheet showing that none of the warrants are met. The minor street volume used in the warrant calculation amounted to 1,289 vehicles per day or 87 per hour during the eight highest ~~eight~~ hours. 693 of these made right turns which, from a practical standpoint, should not be considered in the warrant computations.

NOTED
TRAFFIC CONTROL
ENGINEER

OP*932670-734

December 17, 1970

C. T. Keasey

In summary, no standard warrant is met, cross traffic is very light, only one reported accident has occurred since major channelization was accomplished, and major realignment of this highway is in the forseeable future negating any investment at the present intersection. It is, therefore, recommended that no further improvements be made at this location at this time.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
Attach.
cc: F. B. Crandall
Jack McCormick

Approved
12-18-70
C. T. Keasey

OREGON STATE HIGHWAY DIVISION

REGION III - ROSEBURG

December 1970

Traffic Signal Warrant Comparison

LOCATION: Coos Bay-Roseburg Highway at Carnes-Dixonville Road
(Kelly's Korner)

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	588	500
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	87	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	588	750
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach)	87	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	588	600
Average Hourly Ped. Vol. across Maj. St.-same 8 hours (Highest volume crosswalk)	1	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

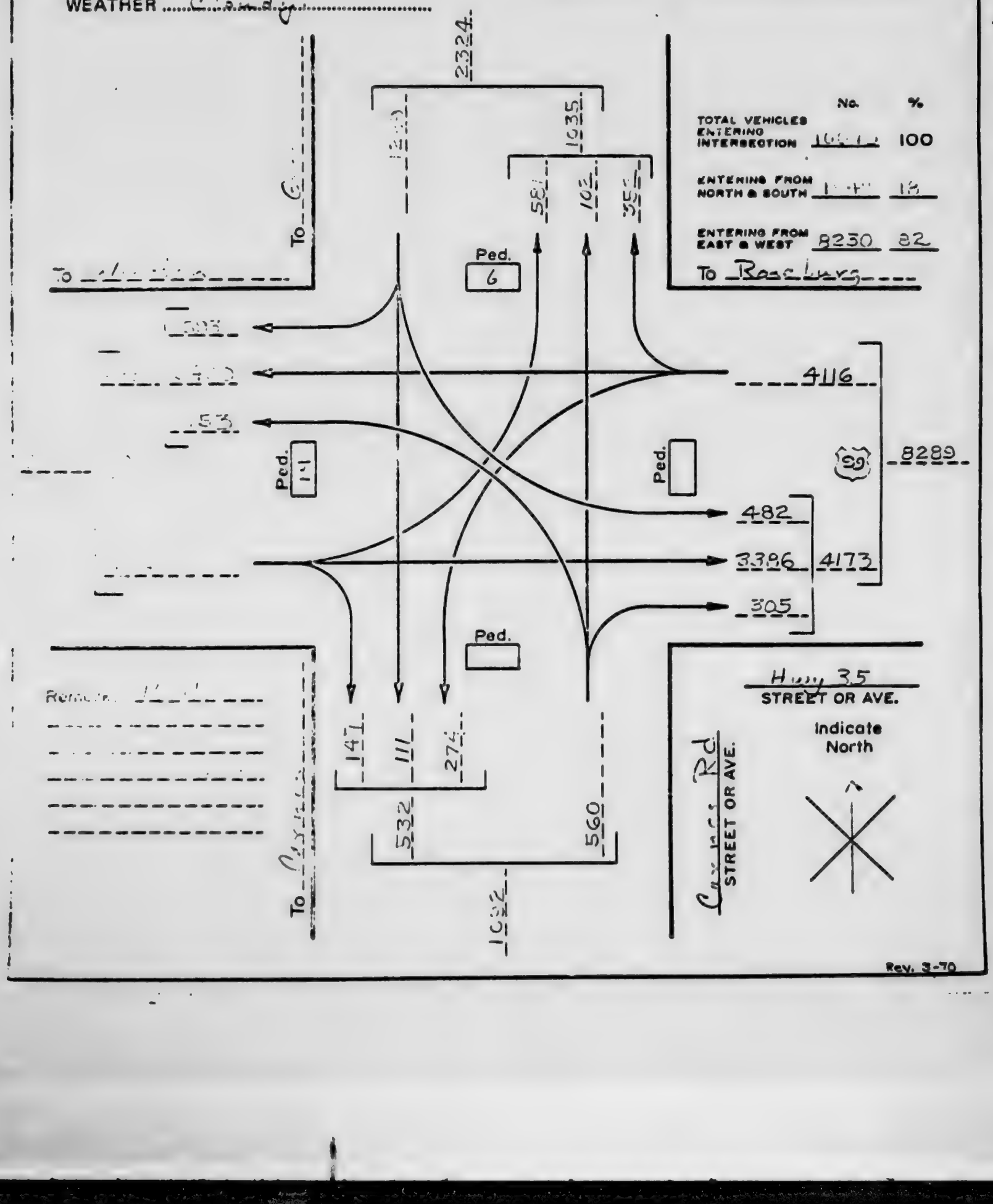
REMARKS:

REGON STATE HIGHWAY DIVISI.
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1970
DAY OF WEEK ..... Thurs. Fri.
ACTUAL COUNT (VEH.) ..... 16 ..... HRS.
HOURS COUNTED ..... 6 P.M. to 10 P.M.
PEDESTRIAN COUNT ..... 16 ..... HRS.
HOURS COUNTED ..... 6 P.M. to 10 P.M.
WEATHER ..... Cloudy

CITY OR COUNTY ..... Douglas .....
INTERSECTION OF ..... Comstock .....
..... Hwy 35 & Cavenaugh Rd .....
.....
MILE POST ..... M.P. 75.70 .....
CLASSIFICATION ..... All Vehicles .....



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10[illegible]	100
ENTERING FROM NORTH & SOUTH	[illegible]	18
ENTERING FROM EAST & WEST	8230	82

Rev. 3-70

Form E-48—334

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Dec 10 & 11 [illegible]
Day of week [illegible]
Hours counted [illegible]
Weather Cloudy
Classification All Vehicles

City of Douglas
Intersection Coos Bay - Reedsport
Station number MP 75.70
Code number
Entering Volumes

	TIME	SUMMARY OF MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS			
		North to East	East to North	North to West	West to North	East to South	South to North	East to West	West to East	West to South	South to East	East to South	South to West	TOTAL					North	East	West	South
A.M.	6:00- 7:00	21	33	22	23	5	1	201	86	—	12	6	9	418	85	19	355	81	58	234	121	27
	7:00- 8:00	32	26	47	25	3	3	248	234	3	35	4	10	677	126	20	541	80	88	277	264	48
	8:00- 9:00	20	19	23	28	3	12	116	162	10	14	11	13	441	93	22	346	78	61	145	201	37
	9:00-10:00	29	7	17	23	4	4	101	242	10	15	10	5	467	77	16	393	84	50	118	225	24
	10:00-11:00	28	17	28	19	4	10	176	248	11	22	2	12	577	104	18	473	82	60	204	269	44
	11:00-12:00	27	17	38	31	6	3	193	239	12	21	6	12	605	107	18	498	82	71	222	276	36
P.M.	12:00- 1:00	22	17	31	20	5	—	182	210	6	16	11	6	526	80	15	446	85	58	205	241	22
	1:00- 2:00	29	16	23	20	5	2	248	193	24	20	8	8	606	97	16	509	84	67	288	221	30
	2:00- 3:00	33	21	45	42	5	9	225	205	14	23	8	10	694	129	19	565	81	87	310	255	42
	3:00- 4:00	49	23	84	54	5	11	258	292	24	20	12	14	880	187	21	693	79	142	345	348	45
	4:00- 5:00	50	31	54	65	6	11	341	422	28	20	17	18	1070	163	15	907	85	110	400	507	53
	5:00- 6:00	30	50	56	40	13	6	312	172	24	23	9	8	752	135	18	617	82	99	396	221	36
	6:00- 7:00	19	14	72	55	7	5	155	150	25	17	10	2	531	122	23	409	77	98	194	215	24
	7:00- 8:00	17	9	89	26	11	7	101	97	17	10	5	4	333	78	23	255	77	57	127	128	21
	8:00- 9:00	8	8	20	24	3	4	113	74	20	3	10	3	289	40	14	249	86	31	141	108	9
	9:00-10:00	8	12	21	23	3	2	143	62	11	4	5	5	269	43	16	226	84	32	136	90	11
	10:00-11:00																					
	11:00-12:00																					
	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
	24-Hour total	482	352	723	581	111	102	3490	3356	274	305	147	153	10076	1846	18	8230	82	1233	4116	4114	560
	12-Hour total	438	320	630	522	101	93	3123	3078	249	277	134	139	9160	1678	18	7422	82	1169	3742	3740	509
	—-Hour total																					
	Control																					
	Factor																					

Carnes Rd ..... St. is North and South
Hwy 435 ..... St. is East and West

Tabulated by .....
Computed by .....
Checked by .....
Checked by .....

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

10 & 11, 1970
[illegible]
[illegible]
Sunday

Classification All Vehicles

City of Douglas
Intersection Coos Bay-Reedsport Hwy 1[illegible]
Station number MP 75.70
Code number
Entering Volumes

SUMMARY BY MOVEMENTS

	North to East	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL
7	2	29	5	1	201	86	—	12	6	9	350
8	7	26	2	3	248	234	3	35	4	10	577
9	23	28	5	10	116	162	10	14	11	13	444
10	17	23	4	4	101	242	10	15	10	5	467
11	28	19	4	10	176	248	11	22	2	12	577
12	29	31	6	3	193	239	12	21	6	12	605
1	1	20	5	—	182	210	6	16	11	6	526
2	3	20	5	2	248	193	24	20	8	8	606
3	5	42	5	9	225	205	14	23	8	10	694
4	4	54	5	11	258	292	24	20	12	14	880
5	4	68	6	11	341	422	28	21	17	18	1070
6	6	40	13	6	312	172	34	22	9	8	752
7	2	55	7	5	155	150	25	17	10	2	531
8	9	26	11	7	101	97	17	10	5	4	333
9	20	24	3	4	113	74	20	2	10	3	289
10	21	23	3	2	163	62	11	4	5	5	269
	23	531	111	102	3490	3386	274	305	147	153	10076
	20	522	101	93	3173	3078	249	277	134	135	9160

	From North and South	Per Cent of Total	From East and West	Per Cent of Total
7	65	19	285	81
8	126	20	541	80
9	98	22	346	78
10	114	16	353	84
11	104	18	473	82
12	107	18	498	82
1	80	15	446	85
2	97	16	509	84
3	129	19	565	81
4	187	21	693	79
5	163	15	907	85
6	135	18	617	82
7	122	23	409	77
8	78	23	255	77
9	40	14	249	86
10	43	16	226	84
23	1846	18	8230	82
20	1678	18	7482	82

SUMMARY BY LEGS

	North	East	West	South
7	58	234	121	27
8	66	277	264	48
9	61	145	201	37
10	50	118	225	24
11	60	204	269	44
12	71	222	276	36
1	58	205	241	22
2	67	288	221	30
3	87	310	255	42
4	142	345	348	45
5	110	400	507	53
6	99	396	221	36
7	98	194	215	24
8	57	127	128	21
9	31	141	108	9
10	32	136	90	11
23	1235	4116	4114	560
20	1169	3742	3740	509

Pedestrians Using Crosswalks

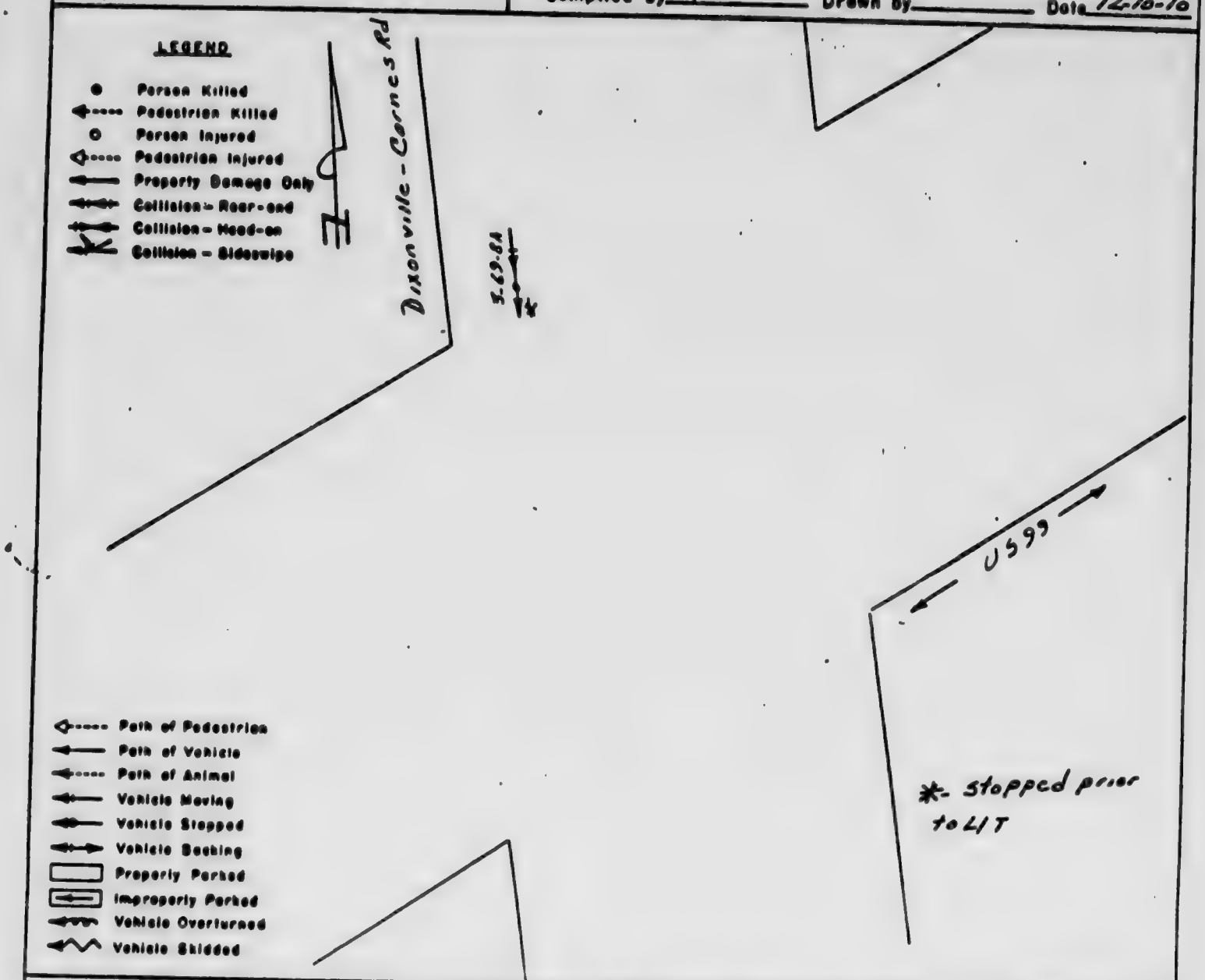
	North	East	West	South
7				
8	1		5	
9	2		1	
10				
11				
12				
1				
2				
3				
4			9	
5	2			
6				
7				
8				
9				
10	1			
23	5 1		14	
20	6		14	

Tabulated by
Computed by
Checked by
Checked by

[illegible]rnes Rd St. is North and South
[illegible]y #35 St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

North City of Winston County Douglas
Intersection of Coos Bay-Roseburg Hwy. and Dixonville-Cornes Rd. "Kelly's Corner"
Highway Number 35 (US99) M.P. 75.70
Period Covered 12-1-68 to 9-30-70
Compiled by BC Drawn by _____ Date 12-10-70



Collision Type	12-1-68 to 12-31-68				1969				9 mos. 1970								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end							1	1												
Sideswipe																			1	1
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		-		0			1	1				0							1	1

Form E-261-6-70

RECEIVED
DEC 8 - 1970

December 8, 1970

Ms. Doreen M. Weber
4963 Melody Street
Roseburg, Oregon 97470

Dear Ms. Weber:

This will acknowledge your letter dated September 23 (received in this office December 1) concerning the possibility of installing a traffic signal at the Kelly's Korner intersection south of Roseburg on US99.

The State of Oregon subscribes to certain traffic warrants, which are used nationally, that form the criteria for the installation of traffic signals. A traffic signal investigation study will be conducted at this location during which all traffic data will be very carefully analyzed to determine if the warrants are met for the installation of signals.

We will contact you again in the near future upon completion of the traffic investigation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

LEG:mk srb

RECEIVED

DEC 4 - 1970

TRAFFIC ENGINEERING

September 23, 1970

Edwards

Oregon State Highway Division
State Highway Building
Salem, Oregon

Re: Kellys Korner
S. of Roseburg
Traffic Light

Attn: Mr. R. L. Porter

Asst Traffic Engr

Klahre
ans dictated

Dear Sir:

Upon request I very promptly received a map and the data on accidents at State and Lancaster Drive east of Salem and do thank you very much.

In regard to an area (Kellys Korner) which is somewhat similar south of Roseburg we are hoping that you will consider a traffic-controlled light set up. This is a 4 way intersection with 2 lanes plus a left turn lane on the main road which is Old 99.

Upon study of what is possible we have come to the conclusion that a traffic-controlled light would be the best even though this is not a town situation. A slower speed limit would not be obeyed. A pushbutton type of light for pedestrians would be hazardous because it would only be used consistently around school bus time and traffic would not be expecting it. A set up like we have at present at Montgomery Ward area on Garden Valley Road in Roseburg seems to be what we feel would best remedy things and be the safest. We realize that it will cost in the neighborhood of $20,000 but since this area is slated for change anyway it would seem to be a waste of money not to better the situation. An island for pedestrians including school children would help that part of the trouble.

This area concerns congestion as follows:

1. People going to work at Roseburg Lumber and Paul Hult Lumber Companies

2. People going to Roseburg to work.

NOTED
JOM EDWARDS

3. School children

4. School bus stopping in the lane of traffic to load and unload.

5. Gas Stations and stores on both sides of 99

6. Four exits to one station.

7. One exit to a trailer court.

8. Logging trucks going over the speed limit and also forced to make left turns.

9. Trailers from the local factory pulling onto 99 on their way to trailer sales.

10. All the other miscellaneous traffic that a 4 way intersection usually has.

According to state records from 1961 to 1966 there were 23 accidents and 27 injuries.

I understand that at present there is a 4 lane plus left turn lane proposed for 99 which seems to just compound a bad situation which already has the "sitting duck" left turn lane in conjunction with the existing two lane. It seems to so many of us in this area that this is a most dangerous place that cries for attention for safety's sake.

May we please hear from you soon in regard to this matter.

Thank you.

Yours truly

Doreen M. Weber
4963 Melody St.
Roseburg, Oregon

dmw

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REQUEST FOR CONSIDERATION OF TRAFFIC-CONTROLLED LIGHTS AT KELLYS KORNER

Harold M. Weber 4963 Melody Lt Roseburg
(Kelly's Korner Area)
Sybil Clark Box 193 Winston Oregon
George Clark " "
Henry N Wall 4963 Melody Lane Roseburg
John W Spencer 5333 SW Dillard Hwy. Roseburgoregon
Edith K Kuykendall #943 S W Melody Lane Roseburg.
Al Kuykendall " " " " " "
Helen M. Henry 4963 SW Melody Lt, Roseburg
James a Henry 4963 Melody St Roseburg Oregon
Denise Weber " " " " "
Ruby F. Ashcraft 4983 S.W. Melody St. Roseburg
Ronald D. Ashcraft " " " " "
Shizuko G Johnstone 1891 S.W Linnell Roseburg
Alice La Verne Lowe Rt 4 Box 445 Roseburg, Oregon
[illegible] 1934 S.W. Box 76 Roseburg
Mrs. G. H. [illegible] 1453 N.E. Lane St. Roseburg
L. St. Jas Fallaw " " " "
Leland L. McIntire Rt. 1 Box 715 Roseburg, Ore.
[illegible]
Mrs Donald Miller 1164 Box 577 Roseburg
Courtney Miller
Diane E Anderson St. Rte, Box 181, Grande Oregon

8046

RECEIVED
JAN 6 - 1971
FOR FILING

January 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Stage I Primary (RDH) Project, Item No. 494, Project F-2(19), Winston-Shady Interchange Section, which we desire to have included in the Federal-Aid Primary Highway Program.

We hereby request your authorization to proceed with all phases of right of way acquisition and relocation assistance payments. We are enclosing a copy of Right of Way Map No. 90-7-5 which shows outlined in red the properties involved, Station 1493+00 to Station 1501+75, and necessary right of way on the Dillard Highway (FAS 867) from Station 1167+00 to 1178+00.

The Phase I and II Relocation Report was submitted under our request for location/design approval on April 13, 1970.

The relocation assistance on this project will be handled by the Roseburg Region III Highway Office as per Mr. Herring's memo of December 24, 1970, which is enclosed.

The estimated cost of the project is set forth in the enclosed memo of Mr. Cohen' dated December 22, 1970.

We will request authorization to proceed with building demolition at such times as demolition becomes necessary and all existing FHWA procedure is complied with.

Very truly yours,

H. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.
RNC:dg

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

1-5-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1	U.S. 99 Winston N.E. 3.61 mi.	ADT	7,800	14,000	90	08	Oregon

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
CARD 3	Right of Way Acquisition								F-	29

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Primary	Douglas	01
	NAME OF URBAN AREA	ROUTE NO. P / FEDERAL-AID 14 / STATE 35 / U.S. 99	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		U.S. 99 Winston N.E. 3.58 mi.					
5					ROW		(Winston-Shady Interchange Section)	3.61	$ 722,350			
5					CONST (CODE)			(3.61)	(5,700,000)			
							PROJECT TOTALS	3.61	$ 722,350			

CARD 1	CODE 1	PREPARED BY	REMARKS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

1-5-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
U.S. 99 Winston N.E. 3.61 mi.	ADT	7,800	14,000	90	08	Oregon	35	012	494

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI., DESIG.
quisition								F-	29	(19)	

Primary	COUNTY NAME	CODE	PROGRAM STAGE
	Douglas	019	X 1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	14	35	99

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		U.S. 99 Winston N.E. 3.58 mi.						ROW acquisition all phases incl. relocation payment, incidentals and building demolition. (Future 4-12' lanes, 4' med., 10' shldrs. and 4 strs. length 1610' HC 88') ROW - 90' min.; access control - partial; parking restrictions - none.
ow		(Winston-Shady Interchange Section)	3.61	$ 722,350				
NST			(3.61)	(5,700,000)				
		PROJECT TOTALS	3.61	$ 722,350				

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

WINSTON-SHADY INTERCHANGE SECTION
Project No. F-29(19)

Existing Facility: 20' to 24' AC and PC surface with 5' to 10' shoulders.

Roadway - 20' to 24' bituminous surface with 5' to 10' shoulders.
Structures:
Br. #1986 Umpqua Overflow 95' H-15 composite pile trestle HC 24'.
Br. #1923 South Umpqua River (Winston Br.) 548' H-15 thru steel tied arches, HC 24', VC 15'.
Br. #2172 Roberts Creek 101' H-15 composite pile trestle HC 26'.
Br. #2173 O-xing SPRR (Shady) 298' H-15 RCDG HC 26'.

Adjacent Sections:
Southwest end: 22' AC surface with 3' shoulders.
Northeast End: Connects to I-5 (Shady)Interchange.

Project Data: Right of way acquisition, all phases, including incidental work, relocation assistance payments and building demolition as required for future construction of a highway facility to provide 4-12' travel lanes high-type pavement, 4' median with 10' shoulders and four major structures, i.e., the first three structures listed as existing are to be replaced with 125', 560' and 125', HC 88' structures and the SPRR O-xing to be widened to HC 88' and lengthened to approximately 350'.

Railroad Data:
Railroad: Southern Pacific Transportation Co.
No. of Tracks: One (Main)
No. of Trains: 8 (Freights)
No. of Hi-speed Trains: None
Present Protection: O-xing structure
Proposed Protection: O-xing structure(remodel existing)
R.R. Benefits: None

System Action, Airports, Water Development, Historical and Recreation Areas: None involved.
Design Approval: FHWA Memo of May 1, 1970.
Public Hearing: Held October 28, 1969.
State and District Clearinghouses approval and nonaction submitted under our letter of April 13, 1970, requesting location/design approval.

Unusual Circumstances: Included as a part of this project is the necessary right of way on the Dillard Highway (FAS 869) for approximately 1100 feet of channelization which is required for the intersection with the Coos Bay-Roseburg Highway (FAP 14) in Winston.

Data for PR-37: Relocation Assistance Payments estimated cost as follows:

a. Moving Costs

16 families	$ 4,800
12 businesses	16,200
	$21,000

b. Replace Housing Costs

16 Families	$70,000

c. Incidental Costs

	$ 4,000

Building Demolition: Estimated Cost $12,350

WINSTON-SHADY INTERCHANGE SECTION
Project No. F-29(19)

20' to 24' AC and PC surface with 5' to

to 24' bituminous surface with 5' to 10'

pqua Overflow 95' H-15 composite pile
'.
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berts Creek 101' H-15 composite pile
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xing SPRR (Shady) 298' H-15 RCDG HC 26'.

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: Connects to I-5 (Shady)Interchange.

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ed Trains: None
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FHWA Memo of May 1, 1970.
ld October 28, 1969.
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Data for PR-37: Relocation Assistance Payments estimated cost as follows:

a. Moving Costs

16 families	$ 4,800
12 businesses	16,200
	$21,000

b. Replace Housing Costs

16 Families	$70,000

c. Incidental Costs

	$ 4,000

Building Demolition: Estimated Cost $12,350

3046

RECEIVED
JUN 25 1970
FOR FILING

June 25, 1970

Mr. Al R. Hooten
City Administrator
City of Winston
Winston, Oregon 97496

Dear Mr. Hooten:

Reference is made to your letter of June 5 concerning future highway improvements and, particularly, drainage in the city of Winston.

Enclosed is a map showing, shaded in red, the natural drainage area adjacent to our highways. The red figures in this shaded area represent pipe sizes necessary to handle the drainage for this area. The black figures on the map represent larger pipes as proposed by the City. It is our policy to provide drainage facilities to handle the natural drainage in an area where we do roadwork.

We will, however, design our facility to meet the needs of the City as outlined in our letter of May 8, provided the City will be responsible for the additional cost.

Please advise when you wish to meet and discuss the matter further. Probably if you would give us a couple of alternate dates or call me in Salem (364-2171, extension 1071), this can be arranged for an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
H. S. Cox
C. T. Keasey

Enclosure

DLT:enp FBK:srb

JIM SUITER,
Mayor

H. J. KLEVE,
Municipal Judge

GEORGE D. JACOBS,
Chief of Police

AL R. HOOTEN,
Administrator - Recorder

Council:
HARLEY R. MEANS, President
LARRY ZUVER
DOYLE SISCO
ROBERT DEWEY

CITY OF WINSTON

WINSTON, OREGON 97496

10438

June 5, 1970

Routing

Price — Trout
Hall — Wills
A. Olson — Hackleman
Sample — Scott
Terpin — R. Olson
Thompson — Carstens

RECEIVED
JUN 9 1970
DESIGN
DIVISION

Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310
State Highway Engineer
Attention: Mr. Forrest Cooper

Dear Mr. Cooper:

Having discussed your letter of May 8, 1970 at great length with the City Council and our City Planning Group, I find enthusiasm toward your proposed extension to Thompson Avenue.

Of course it would seem that this work could and probably should be done at the time of the main construction project.

As to the proposed project design we find no great resistance from the affected business people as far as the parking and curbing is concerned.

We feel that this proposal is as fair to all concerned as it could possibly be.

The item on the storm drainage seems to create a problem in the opinion of the City Council in that this area that you are referring to is the natural drainage way for a considerable amount of the North East part of the City.

According to the Drainage Study the City has adopted, the pipes that run along your right-of-way should carry this drainage.

We would like to discuss this matter further with you in that we understand your planning and that you would be familiar with ours.

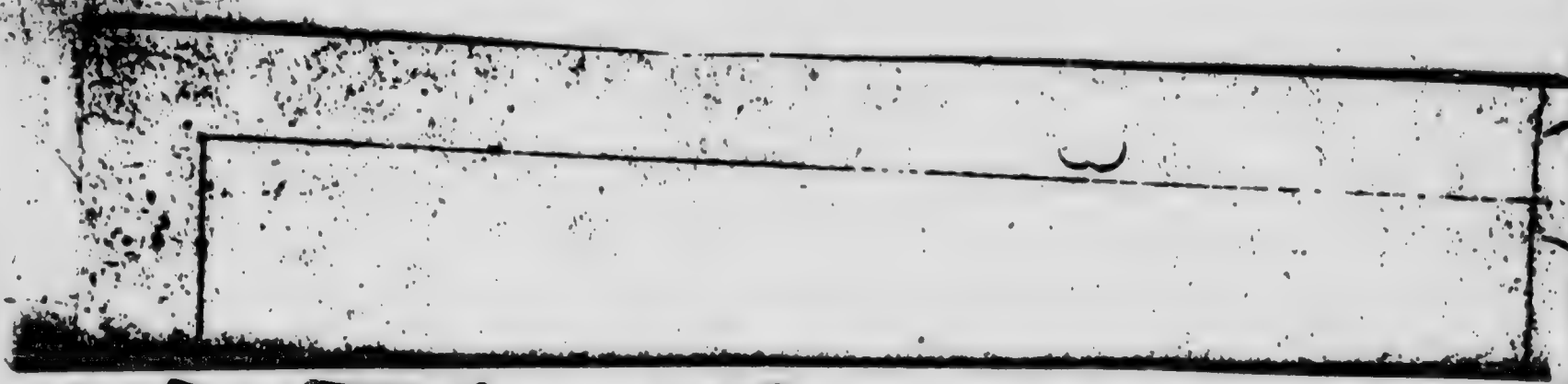
May we hear from you on this?

Yours very truly,

Al R. Hooten
City Administrator

AH/dm

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER



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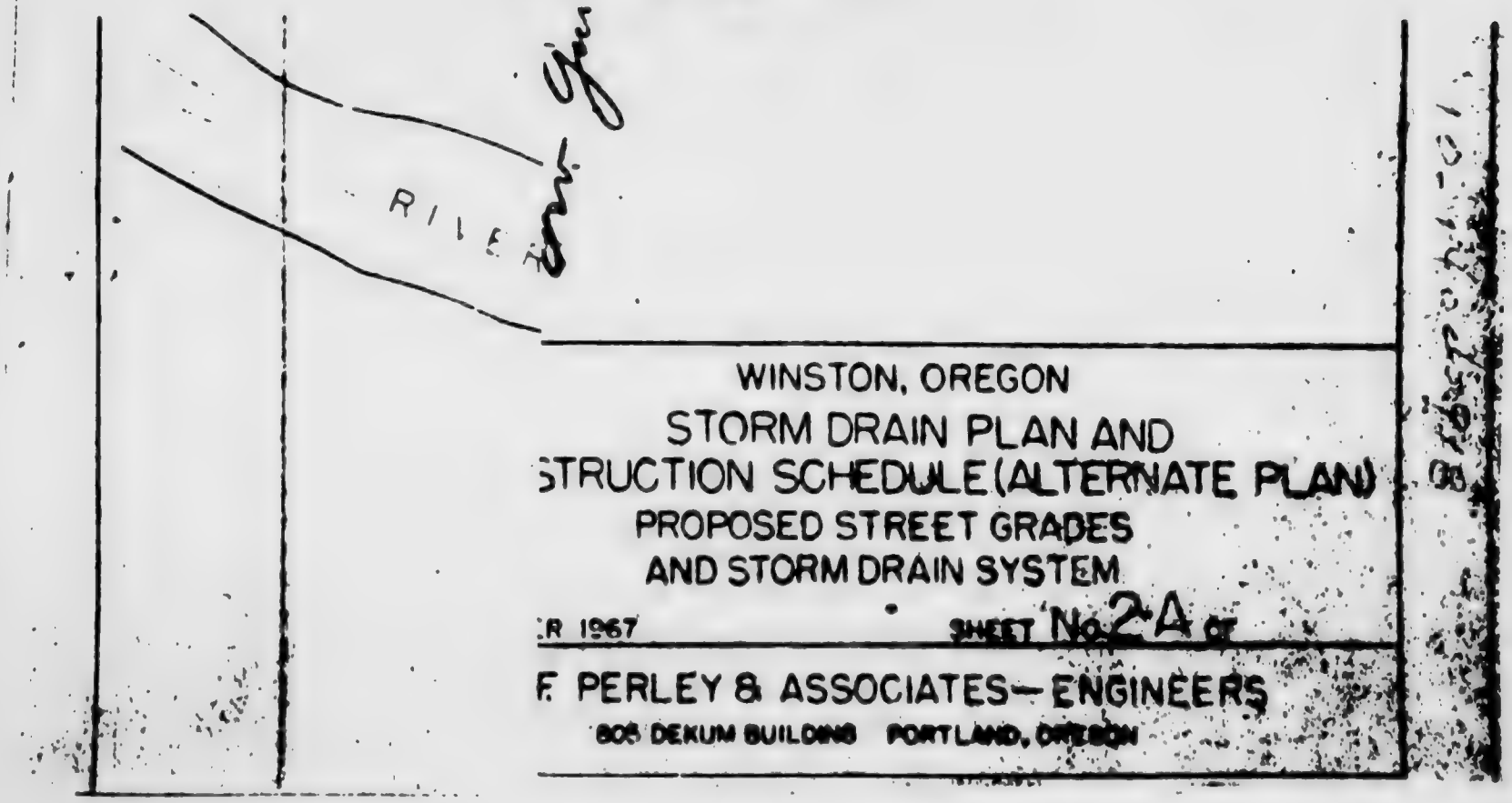
ORIGINAL IN

FILE



WINSTON, OREGON

STORM DRAIN PLAN AND
STRUCTION SCHEDULE (ALTERNATE PLAN)
PROPOSED STREET GRADES
AND STORM DRAIN SYSTEM

:R 1967 SHEET No. 2A OF

F. PERLEY & ASSOCIATES—ENGINEERS

808 DEKUM BUILDING PORTLAND, OREGON

RECEIVED
JUN 3 1970
8046

May 28, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and the Bureau of Public Roads has granted design approval.

Haycsville Interchange-Battle Creek Section, Pacific Highway

The work involves resurfacing the existing pavement, rebuilding the shoulder areas and safety work. The hearing was waived. The Bureau of Public Roads approved the design March 26, 1970. The length of this project is 10.3 miles and the estimated cost of construction is $3,650,000. This is an Interstate project.

Elk River-Port Orford Section, Oregon Coast Highway

The work involves four-laning the existing facility composed of four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held January 15, 1970, and the Bureau of Public Roads approved the design April 30, 1970. The length of this project is 1.98 miles and the total estimated cost is $1,375,000 to: Construction $1,200,000, Right-of-Way $175,000. Finance approval is not being requested but authority to purchase the right-of-way is requested.

Park Street-Tolman Creek Road Section, Cream Springs Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and three-foot curb shy distance outside of the travel lanes. The hearing was held February 19, 1970, and design approved by the Bureau of Public Roads May 15, 1970. The length of this project is 0.53 mile and the total estimated cost is $1,500,000 for: Construction $1,325,000, Right-of-Way $175,000. Finance approval was obtained on November 13, 1969.

Winston-Shady Interchange Section, Coos Bay-Roseburg Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held October 28, 1969, and the Bureau of Public Roads approved the design May 1, 1970. The length of this section is 3.7 miles and the total estimated cost is $6,425,000 for: Construction $5,700,000, Right-of-Way $725,000. Finance approval was obtained on December 23, 1969.

N. E. 60th Avenue-N. E. Sandy Boulevard Section, Northeast Portland Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and 10-foot curbed shoulders. The hearing was held January 13, 1970, and design requested of the Bureau of Public Roads May 13, 1970. The length of this project is 2.1 miles and the total estimated cost is $6,725,000 for: Construction $5,025,000, Right-of-Way $1,700,000. Finance approval has been obtained for the westerly portion (N. E. 60th Avenue to the Cascade Highway Section) on August 19, 1969.

Eagle Creek-Estacada Section, Clackamas Highway

The work involves grading the entire section to four lanes with two-lane surfacing on 4.7 miles west of Estacada composed of two 12-foot travel lanes

with 10-foot shoulders. The remaining 1.2 miles near Estacada will be surfaced to four lanes composed of four 12-foot travel lanes, 16-foot medians and 10-foot shoulders. The hearing was held January 8, 1970, and design approved May 15, 1970. The length of this section is 5.9 miles and the total estimated cost is $3,550,000 to: Construction $3,150,000, Right-of-Way $400,000. This is a bond project approved by the Emergency Board in August 1969.

Mehama Bridge Section, Albany-Lyons Highway

The work involves replacing the existing bridge on new alignment, grading and paving of new approaches composed of two 12-foot travel lanes and 10-foot shoulders. The hearing was waived and we received design approval April 30, 1970. This section is 0.5 mile in length and the total cost is $393,000 to: Construction $360,000, Right-of-Way $35,000. Finance approval was obtained on August 19, 1969.

Maps of these projects are attached for your information. I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
C. T. Keasey
A. E. Johnson
L. W. Rulien

BLG:aw sr

8046

RECEIVED
MAY 8 - 1970
OR PLANNING

May 8, 1970

The Honorable Jim Suiter
Mayor
City of Winston
Winston, Oregon 97496

Dear Mayor Suiter:

Re: Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County

Reference is made to your letter of November 3, 1969, and my reply of December 1, 1969, answering part of your questions and proposing to advise you further on our investigation of extending the project and providing on-street parking. Our investigation is now complete.

The extension of the project to the south city limits of Winston on the Dillard Highway to Thompson Avenue would cost about $180,000. This extension will be considered when financing arrangements are made for this project. It is possible the right-of-way could be acquired with the main project and the construction of the extension could take place later.

The project will be constructed on a 72-foot curbed street section through Winston. This is four 12-foot travel lanes, two 10-foot shoulders and a 4-foot median. At the junction of the Coos Bay-Roseburg and Dillard Highways, parking will be prohibited on the westerly side. This area will serve as a travel lane and thus will provide room for a 12-foot left-turn lane in the center and leave a 2-foot shy distance from the westerly curb for the southbound traffic. This plan would allow as much on-street parking as possible. Elimination of parking on the westerly side is mostly in front of a tavern-cafe and service stations that have off-street parking and do not depend on street parking.

An investigation of combining our storm sewer system with that of one serving the City of Winston reveals an additional cost of approximately $72,500 to our system. This includes pipes large enough to accommodate the City sewer and stub lines to our right-of-way line for future hookup by the City. The estimate was made in

November 1969, and will have to be adjusted at the time of construction. The additional cost would have to be borne by the City.

We invite your comments on the above matters so we will know which way to go in our designing of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

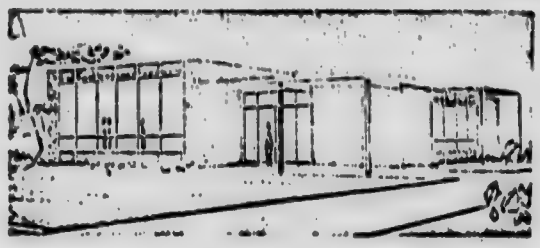
cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Cox
C. T. Keasey

DLT:bdr srb

Mayor

H. J. KLEVE,
Municipal Judge - City Recorder

GEORGE D. JACOBS,
Chief of Police



HARLEY H. MEANS, President
ERWIN GUBSER
MARVIN J. GREEN
A. R. HOOTEN

Should be
done 11-24

CITY OF WINSTON

WINSTON, OREGON 97496

Nov. 3, 1969

Glenn Jackson, Chairman
Highway Commission
Highway Building
Salem, Oregon 97310

Dear Chairman Jackson;

The combination design and corridor hearing covering the Winston-Shady section of the Coos Bay-Roseburg Highway was held in the Winston Community Building on October 27 & 28, 1969. We wish to express our appreciation for the way this hearing was held and the courtesy the Highway Division personnel showed to all who cared to comment. We found, generally, that the design and location are acceptable and would be a benefit to our community.

REFERRED TO
Klabo
BY DEPUTY STATE HIGHWAY ENGINEER

There were some areas that we feel should require further consideration or clarification:

1. We should like to request that the construction project be extended southerly to the Winston city limits. We feel that to disrupt the City once with highway construction would be in the best interests of both the Highway Division and the City of Winston. Further, by purchasing the needed right of way now and extending the project to the river, any expensive development of properties along the existing highway could be avoided.

2. We assume that rights of access and approach ramp construction will be a matter that can be resolved for each affected property at the time of right of way purchase.

3. The City of Winston would like to enter into negotiations with the Highway Division in an attempt to make sidewalk construction a part of the total contract rather than as a separate bid-letting by the City. Payment procedures and specifications could be determined during these discussions.

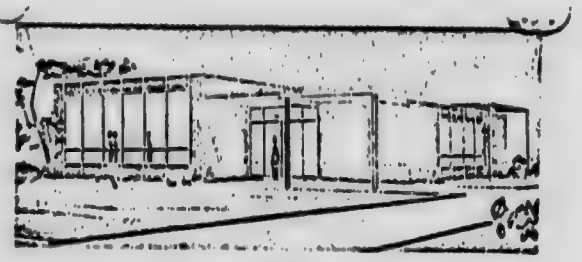
(cont.)

Copy made for Highway Engineer

Mayor

H. J. KLEVE,
Municipal Judge - City Recorder

GEORGE D. JACOBS,
Chief of Police



HARLEY R. MEANS, President
ERWIN GUBSER
MARVIN J. GREEN
A. R. HOOTEN

CITY OF WINSTON

WINSTON, OREGON 97496

4. We feel that the loss of both off-and on-street parking for commercial properties within the core of the City, constitutes an undue hardship on those ownerships. We should hope that some alternate proposal could be engineered where traffic flow through the city would be resolved without placing a disproportionate postion of the costs on a few property owners. We feel that it should be possible to have parking and still provide the turning lane at the intersection with Highway 42, thus adequately moving traffic without adversely affecting the core business properties.

These representatives of the Highway Division at the public hearing gave the impression that consideration was given to all suggestions. We trust that prior to acceptance of the proposed design the City of Winston can have some further discussion with the Highway Division to resolve our mutual problems.

Very truly yours,

cc::
Highway Commission
C.T. Keasey, Division Engineer.

8046

RECEIVED
MAR 31 1970

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1970

SUBJECT: Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

To: MEMO TO THE FILES

A combination corridor and design public hearing was held on the above section in the Winston Community Hall on October 28, 1969 at 7:00 pm. Approximately 200 persons attended the hearing.

The people seemed to be in favor of the improvement; however, some of them wanted changes. There were four main items that there were objections to:

1. Extending the four-lane project to Thompson Avenue. It would cost approximately $180,000 to extend four lanes to Thompson Avenue with a transition to two lanes at the bridge. It would be desirable to extend the project, however, the project as presented covers the area that needs four-laning the most.

2. The elimination of parking at the junction of the Coos Bay-Roseburg Highway with the Dillard Highway to provide a left-turn refuge. The typical section is a 72-foot curbed section. The right of way is tight as designed now and it is not desirable to take additional right of way. Perhaps the City would be willing to eliminate parking on one side which will provide four 12-foot travel lanes, one 10-foot shoulder for parking, and 14 feet for the refuge area. A substandard design could be used which would mean four 11-foot lanes, two 8-foot shoulders and 12 feet for the refuge area.

3. Flooding was the third item. The people in the area felt that the highway formed a dike which caused the water to back up and flood some of the homes. A study was made by the Preliminary Studies Engineer and the information that was gathered indicated that the water was the same

level on both sides of the highway. This indicates that the highway is not forming a dike and the homes would have been flooded in any event.

4. The City requested that sidewalks be included in the Highway Division contract rather than a separate bid letting by the City.

A representative of School District 116 would like to have the Coos Bay-Roseburg Highway improvement extended westerly. He indicated a problem with the school buses unloading and backing up traffic. The Division Traffic Engineer felt that the problem area had been covered by the proposed improvement as shown at the hearing.

Bypassing Winston was studied but the Traffic Division indicated that the problem in Winston would not be solved. The proposed project is needed with or without a bypass.

Donald E. Keyes
Donald E. Keyes
Preliminary Rural Supervisor

DEK:jp
cc: F. B. Klaboe
F.E. Terpin

RECEIVED
MAR 30
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1970
FOR THE GOVERNOR

8016
General file

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 26, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for three federal-aid projects as follows:

State Administrative District No. 5
Federal Aid Secondary — Noti-Vencta Section
Florence-Eugene Highway

State Administrative District No. 6
Federal Aid Primary — Winston-Shady & Winston Section
Coos Bay-Roseburg Highway

State Administrative District No. 9
Federal Aid Secondary — Mt. Hood Post Office-Fikes Cor. Sec.
Mt. Hood Highway

The estimated date of filing for federal funds on these projects varies from April to September 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Attachments

cc: R. E. Simpson BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

ATTACHMENT B

NOTICE OF INTENT
February 26, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 6 City Winston

County Douglas Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

2. Federal Program

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	2,460,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	1,630,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	4,090,000	*Total State Agency Share	-

*Indicates totals should be equal.

4. Estimated Application Filing Date April 1, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Winston-Shady and Winston Section, Coos Bay-Roseburg Highway,
Project consists of preliminary engineering, right of way acquisition, grading, paving, structures and incidental work to expand the existing substandard two lane facility to four lanes with limited access.

Length of Project	3.58 miles
Estimated ADT	1968 = 6,950 1989 = 12,900
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	The portion of the proposed project within the city limits of Winston will be a 72 foot curbed section with four 12-foot travel lanes, 4 foot median and 10-foot parking areas. The remainder of the proposed project will have four 12-foot travel lanes, 16-foot median and 10-foot shoulders without curbs.
Structures	Bridges across South Umpqua River, Overflow channel and Roberts Cr. Railroad overpass structure will be widened.

See attached map for geographic location.

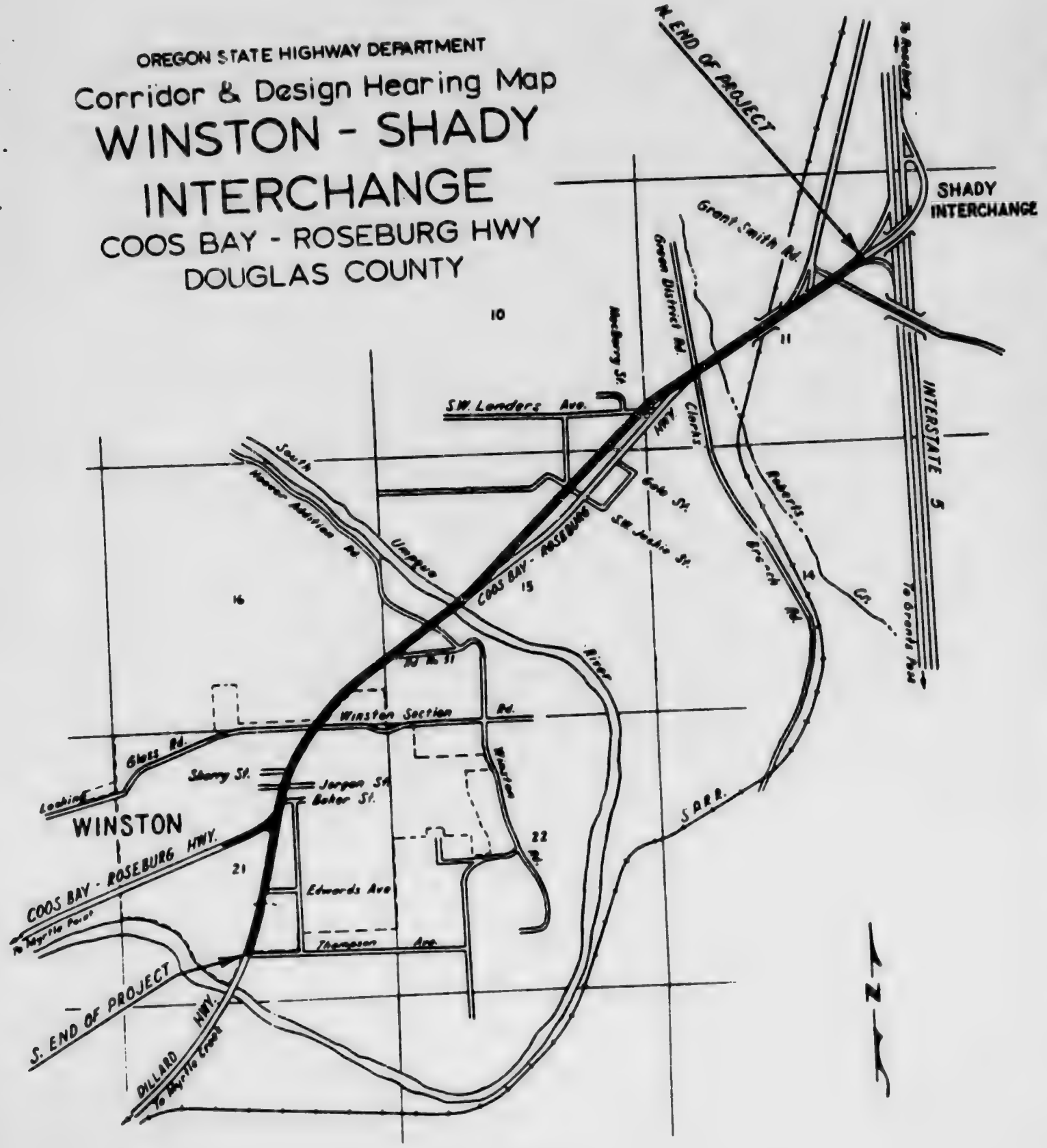
OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

WINSTON - SHADY INTERCHANGE

COOS BAY - ROSEBURG HWY

DOUGLAS COUNTY



T 28 S R 6 W WM

8046

RECEIVED
FEB 5 - 1970
ROW Items

February 4, 1970

Mr. Al Hooten
City Administrator
City of Winston
Winston, Oregon 97496

Dear Mr. Hooten:

I am enclosing a copy of our very tentative proposals for the improvement of Highway 42 westerly from its intersection with old 99. I emphasize the word tentative in my description of this project on the basis that we are still not firm in this design and, further, that there are alternate proposals which are now being analyzed that, if adopted, could change the whole complexion of the work.

Nevertheless, it would appear to me that you could probably place this proposed water line and fire hydrant in such a position that, if this design were adopted, it would not have to be removed.

If I can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
H. S. Cox
C. T. Keasey - Enc.

8046

RECEIVED
JAN 15 1970
FOR FILING

January 14, 1970

The Honorable John Dellenback
Member of Congress
Room 120, Longworth House Office Building
Washington, D. C. 20515

Dear John:

I refer to your letter of December 5 about a problem that was called to your attention by Elton J. Zuver, Secretary of the Winston Chamber of Commerce, concerning school bus operations on Highway 42 in the vicinity of Winston.

Our field people met over this section with Luther Ellison, of the Ellison Transportation Company, who operates the school buses. It was decided that the only problem, a minor one, had to do with a turnaround for the buses a little northerly of Winston. Our crews will improve this facility.

I trust that this will take care of the matter for you.

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fa

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
C. T. Keasey

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1970

To:
Mr. Tom Edwards
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Supplemental Report
Assignment 8068-EDW
J. Dellenback letter on
Shady-Winston Section
Coos Bay-Roseburg Highway

District Maintenance Superintendent Jack McCormick, W. E. Schwartz, Assistant Division Engineer, and Luther Ellison of Ellison Transportation Company checked the operation of the two morning school busses on January 7, 1970.

These two busses operate at separate time periods. The busses operate between Grant Smith Road (MP 76.32) and a place 0.18 miles north of South Umpqua River. This is an undulating area. All stops are made in the travel lane.

The only problem area Mr. Ellison or Mr. McCormick could discern was the turn-around at MP 74.68. McCormick will proceed at once to improve the turn-around.

E. S. Hunter
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Field Maintenance Engineer

CMW:jbk

NOTED
TOM EDWARDS

RECEIVED
JAN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1970
FOR FILING

Const
R/W
Coos Bay - Roseburg

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1970

To: Mr. Tom Edwards
Assistant State Highway Engineer

SUBJECT: Assignment 8068-EDW
J. Dellenback letter on
Shady-Winston Section
Coos Bay-Roseburg Highway

B U I L D I N G

The division was unable to make contact with school authorities because of the holiday season.

A direct contact was made with Luther Ellison of Ellison Transportation Company who provide school bus service for the schools in the Winston-Roseburg areas. Mr. Ellison indicates some minor problems. A meeting on the scene will be held Wednesday morning January 7 to pinpoint these problems and take corrective action.

A supplemental report will itemize the corrective steps.

E. S. Hunter
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Field Maintenance Engineer

CMW:jbk

cc: W. E. Schwartz

RECEIVED
JAN 6
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

7046

RECEIVED
DEC 16 1969
FOR FILING

December 15, 1969

The Honorable John Dellenback
Member of Congress
Room 120, Longworth House Office Building
Washington, D. C. 20515

Dear John:

I have your December 5 letter urging early consideration for improving the Coos Bay-Roseburg Highway between I-5 and Winston. Both the Highway Commission and the Division are well aware of the desirability of this project and have it labeled as an urgently needed job. We hope that right-of-way acquisition can start in the near future and that we can find sufficient funds to undertake construction before too long.

In the interim, we will check with the school people to see if something can be done on a temporary basis to alleviate any school bus problem.

We appreciate your taking the time to advise of your views on the problem and want you to know the only reason this work has not been undertaken heretofore is shortage of funds.

Kindest regards,

RLP:ms sr

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Tom Edwards - Please have the Division Engineer check with the school people to see if any temporary measures might be necessary or if a school bus problem is acute.
V. D. Wolfe
C. T. Keasey

JOHN DELLENBACK
Fourth District
Oregon

Room 1210
Longworth House Office Building
Washington, D.C. 20515
(202) 225-6416

165 E. 12th Avenue
Cascade Building
Eugene, Oregon 97401
(503) 342-8141 Ext. 378

Congress of the United States
House of Representatives
Washington, D.C. 20515

Committees
EDUCATION AND LABOR
General Subcommittee on Education
General Subcommittee on Labor
Special Subcommittee on Labor
MERCHANT MARINE AND FISHERIES
Subcommittee on Fisheries and Wildlife
Subcommittee on Merchant Marine
Subcommittee on Oceanography

December 5, 1969

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Forrest:

During a recent telephone conversation with Mr. Elton J. Zuver, Secretary of the Winston, Oregon Chamber of Commerce, there was brought to my attention a potentially dangerous highway section near Winston. In particular, Mr. Zuver was concerned about the section of highway from the L-5 interchange which is just south of Roseburg, to the south side of the city limits of Winston itself. A map analysis indicates that this is Highway 42. In addition, he expressed some concern over the intersection of Highway 42 and 99 just south of Winston. He related that this section is a two lane road, having short humps and dips, tending to restrict forward visibility. The danger lies in the fact that school buses stop to load and unload children at the bottom portion of these dips -- thus oncoming motorists may not be able to see the stopped school bus until too late. In addition, I am told that the highway is heavily traveled by trucks from various lumber companies operating in the area and many other vehicles.

I am aware of the fact that you have recently held road improvement hearings and am also cognizant of the pressing problem facing the Oregon State Highway Department in the proper utilization of inadequate federal funds. I intend to continue to do all I can to help improve this situation of lack of funding through appropriate legislation in Congress.

Realizing your necessity to balance priorities of construction and repair on a statewide basis, I would like to express my concern over the potential dangerous condition of Highway 42 and urge that you make every effort to assist the citizens of Winston in correcting the situation on an equitable basis.

Sincerely yours,

JOHN DELLENBACK
Member of Congress

RECEIVED
DEC 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JD:rpg

8046

RECEIVED
AUG 1 - 1969
FILING

July 31, 1969

Mr. Paul B. Hult, President
Paul B. Hult Lumber Company
Post Office Box 258
Dillard, Oregon 97432

Dear Mr. Hult:

Mr. Jackson asked that we reply to your July 28 letter concerning the highway between Interstate 5 and the city of Winston.

We in the Highway Division are aware of the deficiencies in the present roadway and are doing everything possible to obtain funds so that an improvement project can be inaugurated. While we are unable to forecast a definite time, we are hopeful that something will be possible before very much longer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Kiboe
Victor D. Wolfe
C. T. Kessey

PAUL B. HULT
LUMBER CO.
P. O. BOX 258 • TELEPHONE (503) 679-8726
DILLARD, OREGON 97432

July 28, 1969

Mr. Glen L. Jackson, Chairman
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Jackson:

We would like to add our comments on the proposition of improving the highway from I-5 to and through the city of Winston.

As you know, this is a highly traveled stretch of road that badly needs updating. We understand that most of the engineering has been done on this project, and we would certainly welcome early action on reconstruction.

Your early, favorable, consideration of this matter would be appreciated.

Thank you.

Yours truly,

PAUL B. HULT LUMBER COMPANY

Paul B. Hult

Paul B. Hult
President

PBH:ifr

8046

RECEIVED
JUL 23 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 22, 1969

To:

SUBJECT: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Mr. D. J. Barbee
Design Engineer

B U I L D I N G

NOTED
R. L. PORTER

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

I am attaching a copy of the relocation report required prior to the combination hearing on the above project.

Adding the necessary contingencies to the estimate and separating it between right of way and relocation, results in the following

Right of Way	$615,000
Demolition	12,350
Moving	20,440
Replacement housing	68,600
Taxes	4,050

The last paragraph of the report shows a lead time of twelve months. We believe this would be an absolute minimum if all factors were favorable.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Attachment
cc R. E. Simpson /w/ attach.
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young /w/ attach.
Floyd Query
G. E. Rohde
H. S. Cox
R. L. Schroeder /w/ attach.

RECEIVED
JUL 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8046

RECEIVED
JUN 16 1969
FOR FILING

June 13, 1969

The Honorable Jim Suiter
Mayor of Winston
Post Office Box 626
Winston, Oregon 97496

Dear Mayor Suiter:

Reference is made to your letter of June 2 concerning the reconstruction of Highway 99 through Winston.

The Department is well aware of the need and justification for this improvement, and we are glad to know that the project would have general acceptance. Unfortunately, I cannot at this time indicate a date for construction. The Highway Commission is doing the best it can in scheduling urgently needed projects, but with 12 to 15 places for every available dollar, this is at best a very frustrating undertaking.

The Federal Government has recently required two hearings before a project may be programmed. The first of these is scheduled for late this summer and will be for receiving testimony on alternate corridors only. Following this, after review by the Highway Commission, a survey and actual design can be undertaken. Should you need assistance in planning or coordinating procedures, please contact C. T. Keasey, Division Engineer, Post Office Box 1123, Roseburg, and he will do all he can.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. T. Keasey

FBK:srb/RLP:ms sr

JIM SUITER,
Mayor

H. J. KLEVE,
Municipal Judge - City Recorder

GEORGE D. JACOBS,
Chief of Police

Council:
HARLEY R. MEANS, President
ERWIN GUBSER
MARVIN J. GREEN
A. R. HOOTEN

CITY OF WINSTON

WINSTON, OREGON 97496

June 2, 1969

RECEIVED
JUN 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Glenn L. Jackson, Chairman
Oregon State Highway Commission
Salem, Oregon 97301

Dear Mr. Jackson;

We have been advised of the proposed widening of old Highway 99 through Winston. Since there are several other improvements in our city which must be related to this highway project, we wish to have your earliest consideration given this widening. We request a construction date be set for summer 1970 for the following reasons:

The Douglas Coutny Road Department has indicated their willingness to assist us with improvements of Lookinglass Rd. at the North City limits, but will not proceed until the Oreron State Highway Department completes their design of the intersection with Old 99.

Storm sewers will be required as part of the proposed highway improvement and the City of Winston must plan for it's participation.

City Streets that intersect the highway are scheduled for paving but must be postponed to avoid conflict with the highway widenin .

We feel that this highway improvement is very badly needed for safety reasons, not only in Winston but between the City limits and the Freeway, I-5. Traffic density has become critical with severe overloadin occuring during shift changes. We fear a fatal accident will result if traffic congestion is not diminished soon.

Public sentiment favors the widening as proposed and most feel this is the best route. All agree that the project is needod.

For the above reasons we wish to have the widening project considered by you at the earliest possible time. Any assistance we can render which will expedite construction can be given you promptly upon your request.

Very truly yours,

Jim Suiter

Jim Suiter, Mayor

RECEIVED
MAY 28 1969
F 8048

May 26, 1969

Mr. Norman W. Kirchmann
1957 W. Gregory Avenue
Fullerton, California 92633

Dear Mr. Kirchmann:

Reference is made to your letter of May 13 concerning the proposed improvement of Highway 42 in the vicinity of Winston.

The State Highway Department is preparing a project to widen this section northerly to its intersection with Interstate 5 to four lanes. The field work has not yet been completed nor has any right-of-way been purchased. Before the right-of-way can be started, we will be required to hold one or more public hearings. I am therefore unable to tell you even an approximate date when the work will be started. My best guess would be that it could not be undertaken earlier than two years from now and it might be considerably longer before we get started.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 8860

1957 W. Gregory Ave.
Fullerton, Oregon 92633
May 13, 1969

Oregon State Highway Commission
Salem, Oregon

.8860

Gentlemen:

I am planning to purchase a business in the city of Weiston, Oregon, located on Pacific Highway, U.S. 99, north of the highway & rr junction. I understand this highway is to be widened to four lanes in the near future. Can you give me the approximate date that the work will be done? It will have a bearing on my final decision on the property.

An early reply will be greatly appreciated.

Very truly yours,
Norman H Kirchmann

NORMAN W. KIRCHMANN
1957 W. GREGORY AVENUE
FULLERTON, CALIF. 92633

Routing

Morgan
Ducker
Bond
Walker
Cochrane
Johnson

RECEIVED
MAY 19 1969
CONSTRUCTION DIVISION

Peets
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAY 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8046

RECEIVED
APR 2 2 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

April 18, 1969

Mrs. Helen Wynegar
Kelly's Korner
4722 S.W. Dillard Highway
Roseburg, Oregon 97470

Subj: Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Dear Mrs. Wynegar:

This is in answer to your letter of March 31 concerning the possible purchase of your property by the State.

The project that might require your property is being surveyed in the field at the present time. We hope to hold a public hearing in the fall of this year, after which we will be able to select an alternate. Until this happens, we are not in a position to buy any right-of-way. Also, we cannot program funds until we know what the job will cost so we cannot set a date for construction.

I am sorry for the position in which you have been placed but, unfortunately, our hands are tied and we are unable to offer assistance at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

'ank L. Hall
Assistant Design Engineer

DNS:jp
cc: John Oakes
L.W. Riley
C.T. Keasey
F.B. Klaboe

RECEIVED
APR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Kelly's Korner
4722 S.W. Dillard Hwy.
Roseburg, Ore. 97470
March 31, 1969

RECEIVED
APR 4 1969

State Highway Dept.
Salem, Oregon

Attention: Land Dept.

Gentlemen:

On Feb. 20, 1969 my husband passed away suddenly of a heart attack, leaving me solely in charge of Kelly's Korner store and service station. Knowing nothing about service station business and finding it extremely hard to find honest, dependable help, I am very anxious to sell. However, I find I have come to a dead end on selling because of the uncertainty of the road work to be done on Old Highway 99.

As I understand it, there have been three ways surveyed that the road might possibly be built, one of them completely wiping out my business. For this reason no one will buy it, and I cannot blame them.. However, if I had someway of knowing how many years it will be before the road goes through, it would certainly help. One man would pay me cash if he could be promised four years of uninterrupted business.

Can you possibly give me any pertinent information so that I can feel free to go ahead with the sale?

Thanking you for your help in this matter, I am

Very truly yours,

Helen Wynegar

Helen Wynegar

RECEIVED
MAY 1 9 1969
L' 'G

8046

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 8, 1969

AGENDA

Oregon State Highway Commission

Gentlemen:

Chairman Jackson has asked that the Albany Bridge Section on the Albany-Corvallis Highway in Linn and Benton Counties be prepared for early contracting. This, of necessity, will have to be a Federal-aid project and will require adjustments in the tentatively approved Program XI.

It is recommended that the Winston-Shady project on the Coos Bay-Roseburg Highway be deferred and the Albany Bridge Project be substituted in lieu thereof. This will involve a $3,500,000 project with the following to be added to Program XI:

Willamette River (Albany) Bridge Section
Albany-Corvallis Highway
Linn and Benton Counties

Length	Right-of-Way	Construction
0.94 mile	$350,000	$3,150,000

Defer:

do not include in program

Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Length	Right-of-Way	Construction
2.72 miles	None	$3,250,000

This matter will be on the agenda for the April 22 meeting.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
L. H. Young
F. D. Morgan
F. D. Morgan
C. H. Maison
Ivan Merchant
R. D. Asburry
C. T. Keasey

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

(FAR 17)

Section [illegible] - SHADY [illegible] (1-2) Highway COOS BAY - ROSEBURG County [illegible] Prefix 10-1(9)

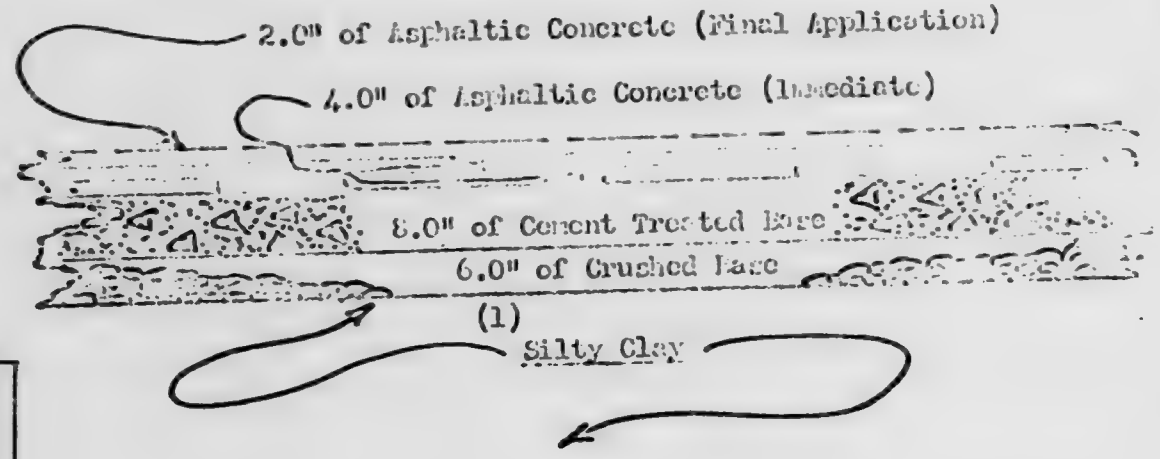
Res. Engr. A. L. Bates Approx. Length 3± Miles. Sta. 1165± to Sta. 1335± Date 4-7-69

Mean

Truck A.D.T. 1003 Traffic Coefficient 30.0 18 kip s.a. per day 171.1.

Annual Precipitation 33"± Frost Penetration ----.

	Cbr. Total Req.	Cred.+	Actual Thick.	
BID ITEM				
(1) **Typical Soil**				
29 LL		4.0	2.0	AC (FA)
12 PI		8.0	4.0	AC (I)
100 %P 10		14.5	8.0	CTB
71 %P200		6.0	6.0	Cr. Base
0 %Gravel				
2 %C Sand				
27 %F Sand				
40 %Silt	32.5	32.5	20.0	
31 %Clay				
9 "R" Value				



AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

B.P.R. APR 16 '69 FOR FILE

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

NOTED F. B. KLAGGE

Submitted by [signature] for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst Construction Engineer

Approved by [signature] Asst. State Highway Engineer

1717

8048

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

(FAR 14)

Section WINSTON - SHADY INTERCHANGE (I-5) Highway COOS BAY - ROSEBURG County DOUGLAS Prefix 10-1404

Res. Engr. A. W. Bates Approx. Length 3± Miles. Sta. 1165± to Sta. 1330± Date 4-7-69

Mean
Truck A.D.T. 1003 Traffic Coefficient 10.0 18 kip s.a. per day 421.5.

Annual Precipitation 33"± Frost Penetration -----.

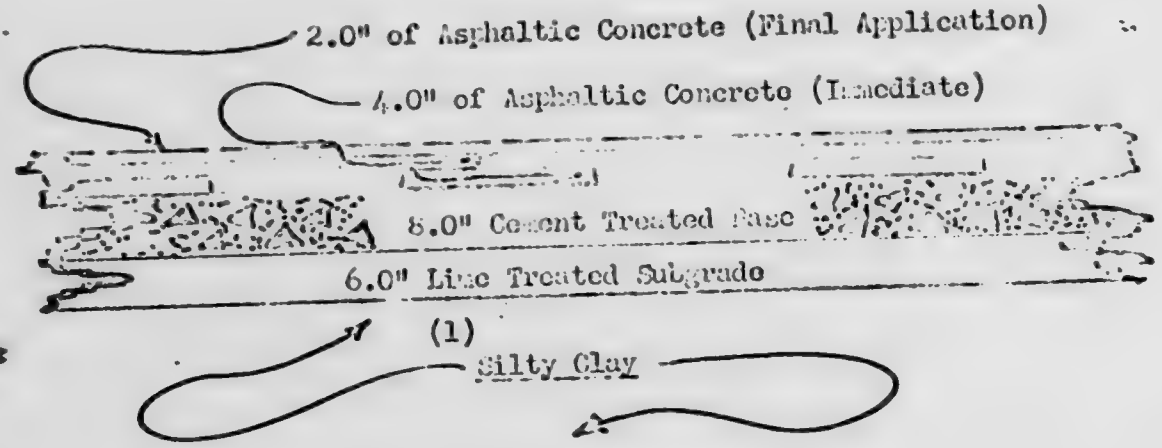
NEW WORK

(Sta. 1240± - 1300±)

(1)
Typical Soil
29 LL
12 PI
100 %P 10
71 %P200
0 %Gravel
2 %C Sand
27 %F Sand
40 %Silt
31 %Clay
9 "R" Value

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	AC (FA)
		8.0	4.0	AC (I)
		14.5	8.0	CTB
		5.0	6.0	L.T.S.
	32.5	31.5	20.0	

See remarks on Page 4.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

(FAR 14)

Section WINSTON - SHADY INTERCHANGE (I-5) Highway COOS BAY - ROSEBURG County DOUGLAS Prefix 10-1404

Res. Engr. A. W. Bates Approx. Length 3± Miles. Sta. 1165± to Sta. 1330± Date 4-7-69
Mean

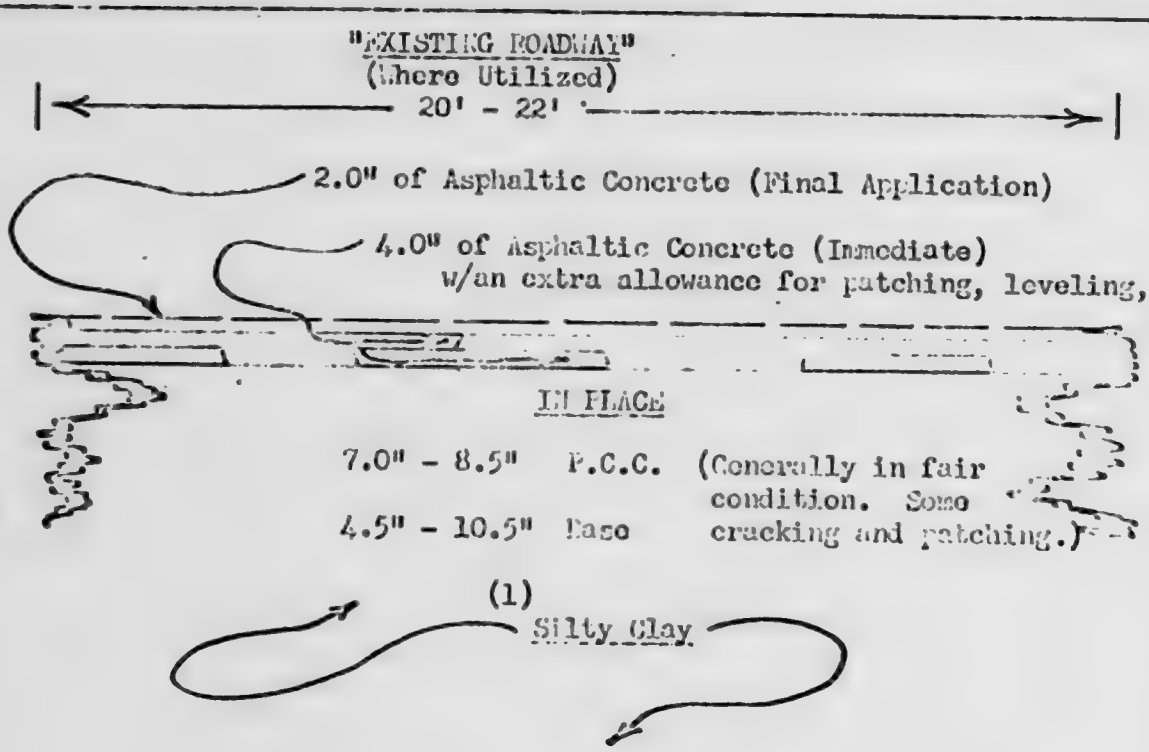
Truck A.D.T. 1003 Traffic Coefficient 10.0 18 kip s.a. per day 421.5.

Annual Precipitation 33"± Frost Penetration ----.

(1)
Typical Soil
29 LL
12 PI
100 %P 10
71 %P200
0 %Gravel
2 %C Sand
27 %F Sand
40 %Silt
31 %Clay
9 "R" Value

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.


"EXISTING ROADWAY"
(Where Utilized)
20' - 22'
2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
w/an extra allowance for patching, leveling, etc.
IN PLACE
7.0" - 8.5" P.C.C. (Generally in fair condition. Some cracking and patching.)
4.5" - 10.5" Base
(1)
Silty Clay

	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	AC (FA)
		8.0	4.0	AC (I)
	IN PLACE	IN PLACE		
		AVERAGE		
		16.0	8.0	
		4.0	8.0	
	32.5	32.0	22.0	

SECTION: WINSTON - SHADY INTERCHANGE

HIGHWAY: COOS BAY - ROSEBURG

COUNTY: DOUGLAS

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	6.0"	—	11.5"	—	30.5"	21.5"
8.0 - 9.0	3.5"	6.0"	—	9.0"	—	27.0"	18.5"
7.0 - 8.0	3.5"	4.0"	—	10.0"	—	24.0"	17.5"
6.0 - 7.0	3.0"	—	2.0"	13.0"	—	21.0"	18.0"
4.8 - 6.0	2.0"	—	2.0"	11.5"	—	17.5"	15.5"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Remarks:

Lime Treatment is recommended from about Sta. 1240± - 1300±. This will be on new alignment and an extremely wet subgrade condition is anticipated.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	= 2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	= 1.8" Crushed Base
1.0"	Cement Treated Base	= 1.8" Crushed Base
1.0"	Oil Mat	= 1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	= 0.8" Crushed Base
1.0"	Lime Treated Subgrade	= 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

"CREDITS FOR EXISTING MATERIALS"

1.0"	P.C.C.	= 2.0" Crushed Base
1.0"	Ba[illegible]	= 0.5" Crushed Base

TRAFFIC ANALYSIS

SECTION: WINSTON - SHADY INTERCHANGE (I-5)

HIGHWAY: COOS BAY - ROSEBURG

COUNTY: DOUGLAS

6600 Present ADT (1969)

10.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	250	1.9	475	363	450	163,350
3	215	1.9	466	356	1000	356,000
4	30	1.9	57	44	1250	55,000
5	160	1.9	304	232	3180	737,760
6	5	1.9	10	8	2570	20,560
				1003 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,332,670

TWENTY YEAR EWL 26,653,400

TRAFFIC COEFFICIENT 10.0

SECTION: WINSTON-SHADY INTERCHANGE

HIGHWAY: COOS BAY - ROSEBURG

COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete, P.C.C., or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made for this project as plans are to widen an existing 2 lane facility to 4 lanes. Portions of the present roadway will be utilized with the addition of an overlay. Asphaltic Concrete is more desirable for this type construction.

8046

COMMISSIONERS
J. P. [illegible], Bend
Vice Chairman
JOHN P. ARNSPIGER, Wilsonville
TALLANT GREENOUGH, Coquille
WAYNE E. PHILLIPS, Baker

RECEIVED
SEP 18 1967
HIGHWAY

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

September 14, 1967

RECEIVED
SEP 1967
CONSTRUCTION
ENGR.

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 17, 1967, which enclosed a prospectus for the following project:

Winston-Shady Interchange Section, Coos Bay-Roseburg Highway, Douglas County.

Fish passage will be required at the three stream crossings. The South Umpqua, Roberts Creek, and the tributary of Roberts Creek are all used by migrating salmonids. Standard precautions for silt control and other pollution should be observed during any construction.

There are no other conflicts with fishery values on this project. The opportunity to comment is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/ln
cc: Director, O.F.C.
9-15-67 Copies to: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
fw

8046

RECEIVED
JUL 28 1967
FOR FILING

July 27, 1967

Mr. William F. Forrest, President
Forrest Industries, Inc.
Post Office Box 178
Dillard, Oregon

Dear Mr. Forrest:

This will acknowledge your letter of July 18 regarding the improvement of the section of highway between Winston and Interstate 5.

The Highway Commission recognizes that this particular segment of highway, in common with many others in the state, is inadequate for present-day traffic. It is difficult to delay or defer worthy projects, but the Commission has been doing the most objective job it can with revenues available.

I am certain the Highway Commission will give this section of highway, along with others, consideration as soon as financing can be found.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc

bc Forrest Cooper
R. L. Porter

5768

JUL 21 67

FORREST INDUSTRIES, Inc.

P. O. BOX 178 DILLARD, OREGON (503) 679-8781

July 18, 1967

Mr. Forrest Cooper
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

I have been advised that the city of Winston has petitioned for the construction of a four-lane highway to include the Winston-Dillard area to Roseburg. Forrest Industries wants to go on record as being one hundred percent in favor of this proposal.

Much Roseburg industry, including ourselves, is concentrated in the area which the petitioned highway would service with the biggest share of the employees living in the city of Roseburg. The high percentage of daily commuters from Roseburg to the Winston-Dillard area causes quite a congestion of traffic particularly during the time before and after the change of shifts in the lumber mills and particleboard plants located in this section of the county. Not only will such a highway help to ease the industrial traffic, but it will be highly beneficial to traffic from both north and south heading for Highway 42 to the Coast.

Forrest Industries thinks there is much merit in the thinking of the Winston people. We sincerely hope that the State Highway Commission will favorably entertain their petition and that it may become a reality for them and indeed all of Douglas County and the state of Oregon.

Very truly yours,

FORREST INDUSTRIES, INC.

William F. Forrest
President

JUL 23 1967

WFF:eg
cc: Mr. C. J. Brady

3046

RECEIVED
JUL 31 1967
FOR FILING

7-17-67 Prefix No. 10-1404

LOCATION PROSPECTUS
WINSTON-SHADY INTERCHANGE SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

HIGHWAY: Coos Bay-Roseburg. State Primary No. 35, Federal-aid Primary No. 14.

TERMINI: The westerly terminus is at M.P. 73.78 which point is the north city limits of Winston. The easterly terminus is at M.P. 76.50 which point is 0.13 mile westerly of the Shady Interchange.

LENGTH: 2.72 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for grading, paving, structures and signing. The proposed facility will be designed to four-lane standards and will generally parallel the existing facility with a proposed deviation easterly of the South Umpqua River crossing. Soils investigations will be conducted. There is a drainage problem caused by high flood water at M.P. 74.11, however, there are no other drainage problems anticipated. Reconnaissance is not necessary. An economic analysis is not needed at this time. Investigations of past high water data will be made to influence the design of this project.

CHARACTERISTICS: Present ADT 6,800; projected ADT 12,900.

STANDARDS: Class "A(4)". Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Four 12-foot travel lanes, 10-foot shoulders, and a 4-foot median.

ACCESS: Limited to location.

BASE DESIGN: Tentative base design for construction is:

4	" A.C.
6	" P.M.B.B.
12-1/2"	Crushed Rock
Total	22-1/2"

NOTED
FORREST COOPER

BRIDGE: Existing structures at M.P. 74.11, M.P. 74.45, M.P. 75.80, and M.P. 75.98. Studies and recommendations will be made during the survey to determine if the present structures will be widened or replaced to bring them up to standards.

ADDITIONAL FACILITIES: There are no airports within four miles.

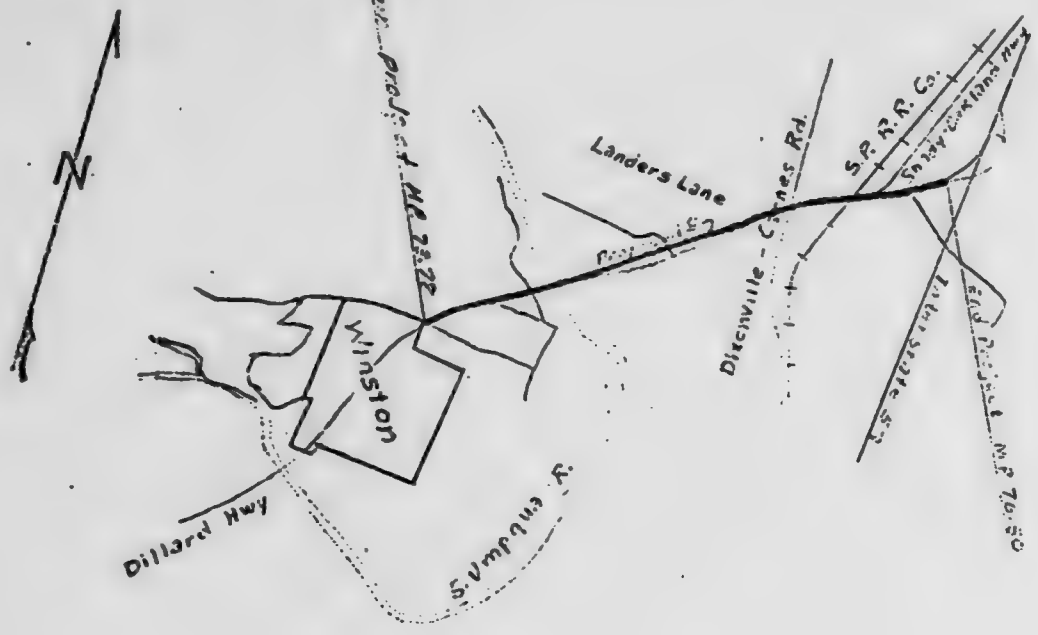
MATERIALS: Sources of material will be located during the survey and referenced to the line.

AGREEMENTS: Routine utility adjustments will be necessary. Agreements with Douglas County will be necessary. An opportunity for a public hearing will be offered.

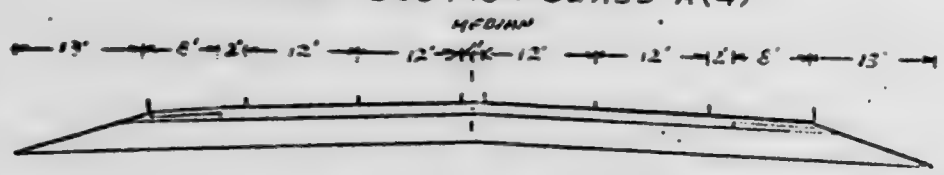
PARKS: None.

July 17, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUL 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION CLASS A(4)



TYPICAL SECTION

OREGON STATE HIGHWAY COMMISSION

PROSPECTUS MAP

WINSTON-SHADY INTERCHANGE

Coos Bay - Roseburg Hwy. — Douglas County

K. D. Limbocker, Res Eng'r. — July, 1967

8046

JUN 7 - 1967

FOR FILING

June 5, 1967

Mr. Elton J. Zuver, Secretary
Winston-Dillard Chamber of Commerce
Junction of Highway 99 and 42
Winston, Oregon 97496

Dear Mr. Zuver:

Reference is made to your May 23 letter urging improvement of the section of highway between Winston and Interstate 5 at an early date.

The Highway Commission is very aware of the situation you describe but as yet has not been able to find a source of revenue to finance the correction. It is difficult to delay or defer worthy projects but the Commission has been doing the most objective job it can with the revenue available. I am confident that this section will receive careful consideration just as soon as financing can be found.

If you have further questions or wish to have a Highway Department representative attend a Chamber of Commerce meeting, it is suggested that you contact L. R. Chandler, Division Engineer at Roseburg. Mr. Chandler is conversant with this problem and will be happy to give you any detailed information he can.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe - 5441
F. D. Morgan
L. R. Chandler/att

FBK:srb/RLP:ms

-5441

MAY 25 67

WINSTON CHAMBER OF COMMERCE

"COME GROW WITH US"

JUNCTION OF HIGHWAY 99 & 42
WINSTON, OREGON

REFERRED TO
Admin
BY SECRETARY

May 23, 1967

REFERRED TO
Klahn
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Dept.
Salem, Oregon

Dear Sirs:

Our Organization and the People of this Area are becoming quite concerned with the condition of the highway North of Winston to Freeway interchange due to the increase in both Auto and Truck traffic over this section of 99B.R. and the number of accidents on this section of road.

We would like to know what your projections are for improvement of this section and if you could possible set up a te discuss this with your representative, to be open for public question and answer.

If this is possible let me know when and we will publisize the meeting and furnish a meeting place.

Yours truly,

Elton J. Zuver
Secretary
Winston-Dillard Chamber of Commerce

EJZ/bb

RECEIVED
MAY 24 1967
OFFICE
STATE HIGHWAY [illegible]

B/Lyn 5/29

RECEIVED
MAY 24 1967
OREGON
STATE HIGHWAY COMMISSION

8046

DEPARTMENT
MAY 24 1967
FOR FILING

May 22, 1967

The Honorable Jason D. Boe
State Representative
House of Representatives
State Capitol
Salem, Oregon 97310

Dear Dr. Boe:

In reply to your letter of May 17 attached to a communication from the Winston Chamber of Commerce re Highway 42, I advise you as follows.

This particular segment of highway, in common with many others in the state, is inadequate for present-day traffic.

It was as a result of an accumulation of such deficiencies that the Highway Commission recommended to the Legislature increases in motor vehicle license plate fees and gasoline tax.

Although the Legislature has not as yet made its decision, it appears that the license fees will not be changed. What the outcome of a possible one-cent increase in the gasoline tax will be, I do not know, but the Legislature is considering several bills which would, in effect, divert money from highway projects.

The key to the situation is, of course, money and construction programs will have to be geared to funds made available by the Legislature.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
L. H. Chandler

HOME ADDRESS
DR. JASON D. BOE
1912 HAWTHORNE
REEDSPORT, OREGON 97467
RES. 271-2474
BUS. 271-2312

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

COMMITTEES
MINORITY WHIP
MEMBER: EDUCATION
NATURAL RESOURCES
PUBLIC HEALTH AND WELFARE

May 17, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper;

I am enclosing a copy of a letter that I received from the president of the Winston Chamber of Commerce. It would be very helpful to me if you could give me an analysis of the situation. Does the Highway Department have any plans for alleviating the situation described in the enclosed letter?

Sincerely,

Jason Boe

Jason Boe
State Representative
Douglas County

JB/kb

NOTED
FORREST COOPER

RECEIVED
MAY 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WINSTON CHAMBER OF COMMERCE

"COME GROW WITH US"

JUNCTION OF HIGHWAY 99 & 42
WINSTON, OREGON

Winston, Oregon
May 5, 1967

Dear Mr. Boe:

The Winston Chamber of Commerce is quite concerned about the condition of the highway from Winston north to the Freeway. I have talked with the Management of several of the mills in this area and they too are concerned.

This is a two lane road with lots of hills, side roads and too many sharp curves to make it safe for the amount of traffic it is getting, and the traffic is increasing more and more each day.

As our Representative we are asking if you will talk with the Officials of the State Highway Dept. and see if something can be done in regard to this condition.

Thank you very much, I remain

C. J. Brady
President Winston C. of C.
Winston, Oreg.

RECEIVED
MAY 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8046 Winston-Shady Intchg. Sec. '1974
of Coos Bay-Roseburg-Dillard #2
Hwys.(grade,pave,struct.sign.sig)

8046

FORM 8-240

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
DEC 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE December 27, 1973

TO MEMORANDUM TO THE FILES

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Noise Standards
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

NOTED
E. S. HUNTER

A study of the existing and projected noise levels on the Winston-Shady job shows that for all practical purposes the entire length of the project will exceed the recommended noise standards in 1993, whether the project is built or not. It has been stated that there would be only approximately one decibal increase due to construction of the project. Projected sound contours indicate that no business should be within 200 feet of Highway 99 or within 70 feet of Highway 42 without consideration of sound attenuation and no residence should be closer than 550 feet from Highway 99 or 170 feet from Highway 42 without consideration of the sound problem. This would be as outlined in PPM 90-2.

A review of the right of way map for the project shows that there are existing improvements within these distances of the two highways so as to require approximately 23,000 lineal feet of "sound attenuation" to reduce the sound levels to those recommended in PPM 90-2. This would constitute approximately 65% of both sides of the project and would include the entire business district of Winston.

It would be impractical to consider noise abatement measures through the major portion of the project because of right of way and access problems. Since this is the case and since the project is unrelated to increased traffic noise as determined by the study of anticipated noise levels an exception to the regulations would be appropriate. Since design approval was received for this project prior to PPM 90-2 a formal exception is not a prerequisite for PS&E approval.

ADO:jh
cc: Dave Crowell
Gary Potter
Lyle Renz, FHWA

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 28 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Copies to E. S. Hunter
Vic Wolfe JH

409

December 18, 1973

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Winston-Shady Final EIS
Coos Bay-Roseburg Highway
10-35-EC1

The problem of excessive noise in this project is being referred to the Road Design Section for study of noise abatement measures and recommendations. When the study is complete, it will be discussed with your office. Your reevaluation of the problem at that time would be appreciated for inclusion in the final EIS.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
D. R. Byard

DF:GAP:jp: ajw

FORM S-60

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE December 14, 1973

TO R. L. Schroeder, Assistant State Highway Engineer

FROM Donald R. Byard, Director
Environmental Section

SUBJECT LETTER FROM G. L. GREEN FHWA DIVISION ENGINEER
RE: WINSTON-SHADY FINAL EIS

Attached is a proposed draft letter for your reply to G. L. Green, as requested.

Structural methods of noise abatement need to be investigated by the Road Design Section for this project. Alternatives have already been discussed with Adrian Olson, but relative costs and noise mitigation factors need to be determined and compared. Our Acoustical Engineer, David Crowell, can further discuss possibilities with the Road Design Section, and review their output.

DRB:ss

Attachment

cc: Gary A. Potter w/attach
George Ramjoue' w/attach

RECEIVED
DEC 17 1973
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 3, 1973

In reply refer to: 10-35-EC1

SUBJECT: Oregon Project F 29(-) & S-582(-)
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County, Oregon
Final Environmental Impact Statement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

We have reviewed the draft copy of the above statement. In general we found it to be quite good and adequately responsive to the comments submitted on the draft statement.

Several minor comments have been discussed and resolved with the OSHD Environmental Section. There is, however, one area that will require further study. The noise study for this project indicates that there will be a very noisy environment (83 dBA) adjacent to the proposed project in the vicinity of residential housing units. The statement also indicates that an exception to the FHWA noise standards will be requested.

The statement does not clearly explain why an exception will be requested in lieu of taking positive measures to minimize the noise (i.e. berms, walls, etc.). We do not foresee compelling reasons for proceeding with the project - violating standards - unless some effort is made to minimize the effects of the noise from the highway project.

We would urge you to take positive steps to design noise control features into this project.

for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 4 '73
REFER TO
FOR
INFO

OSHD (Potter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

Design

REGION NO.	REPORT ON	DIVISION
10	Winston-Shady, Roseburg Highway, EIS	Oregon
DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11/30/73	T. P. Lowe, Area Engineer	F-29(-)

IN COMPANY WITH
Dave Fenton, Project Manager, Environmental Section, OSHD

REMARKS

WINSTON-SHADY HIGHWAY
Roseburg Highway
Environmental Review

1. Scope of Review:

Due to other commitments I was unable to attend the study committee on the final draft EIS for the subject project held 10/26/73. I met with Dave Fenton, Project Manager, this date to go over the report.

2. Summary of Findings and Recommendations:

Several small technical points were discussed and Mr. Fenton will make appropriate corrections. The only significant discussion concerned the noise analysis which was attached to the draft. In reading the analysis it was not clear to me how much the Federal noise standards will be exceeded on this project. It appears from the information presented that the increase between the build and no-build alternatives is negligible and in the neighborhood of 1 DBA. However, the present ambient and future noise level of the no-build alternative exceed Federal standards. It was not clear in the report just what the Federal standards are for this project, i.e., should 70 DBA be used because there are several residences in the vicinity of the project or should 75 DBA be used because the majority of the project is in a commercial business area. At first glance it would appear that the most restrictive standard should apply; however, the report does not indicate just what the forecast noise levels are at residences, i.e., are the residences 50' from the new location or 100' from the new location. The report only indicates the forecast noise levels at critical downtown areas which in fact do far exceed, by nearly 10 DBA, the Federal standards of residential areas.

While the increase of 1 DBA between the build and no-build alternatives is quite insignificant, the difference of almost 10 DBA between the Federal standards and the build alternative is very significant. The question arises that if in fact these large differences do exist a strong look should be taken at corrective measures to reduce noise levels such as berms, soundproofing, etc.

I discussed this matter with Lyle Renz who in turn will contact Gary Potter. It appears that the State's noise expert, Mr. Crowl, should take a close look at this project and a general meeting be held sometime in the near future. The estimated difference between the Federal standards and the build alternative must be determined more precisely. It seems that if some residences are receiving noise levels of 10 DBA over the Federal standards that it is mandatory that some corrective action be taken.

☆ GPO: 1970 O-387-254

9246

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 6, 1973

Mr. James Herbison
City Administrator
City of Winston
Winston, OR 97496

City Sewer Relocation
Winston-Shady Interchange Sec.
Dillard Highway
Douglas County

Dear Mr. Herbison:

We have reviewed the tabulation of bids and prequalification statements for the sewer relocation project. We concur in Mr. Robert L. Ackaret's recommendation to award the contract to the Kenneth E. Bostick Construction Company for a bid of $3,322.40.

It is our opinion that Hallmark Pool & Excavition qualified thier bid when they added items to their bid that were not listed in the project proposal. The State cannot accept a qualified bid. The State also feels that any consideration of readvertising the project for additional bids would be unnecessarily costly and not in the best interest of the public.

You are hereby authorized to notify Kenneth E. Bostick Construction Company to proceed with the sewer line relocation in conformance with the plans and specifications prepared by Delta Consulting Engineers. If further information and assistance is required, please contact Mr. M. G. Havig or this office.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: Mr. Robert L. Ackaret, Manager, Delta

bc: H. S. Coulter
R. N. Chase
V. L. Gallagher
V. E. Skoog
A. Shirley, Jr.
A. W. Bates
M. G. Havig

RECEIVED
DEC 7 1973

NOTED
H.S. COULTER

1041

FORM 6-00 (REV 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1973
Salem, OR 97310

To: C. W. Head, Manager
Administrative Services Section

BUILDING

SUBJECT: Easement Indenture and
Construction Agreement
Shady Overcrossing of SPTC
Winston-Shady Int. Section
Coos Bay-Roseburg Highway
Douglas County
R/W File: 45415

RAILROAD COMPANIES
FILE No. 7608

The State's original, fully-executed counterparts of the above two agreements have been handed to Velda DeGuire in the Right of Way Office for processing, after which they will be forwarded to your office for the permanent records. Distribution of conformed copies have been made as indicated below.

Construction Section will be required to see that the provisions of Section 2, 5 and 7 of the Construction Agreement pertaining to the construction of the structure and removal of the existing structure by State's contractor are adhered to.

Upon completion of the project, Maintenance Section will be responsible for the maintenance of the structure as provided for in Section 6 of the Construction Agreement. The Accounting Section will ultimately be required to pay the bill for the work performed by the railroad forces, as set forth in Sections 2 and 4 and Exhibit "A" of the Construction Agreement. The Construction Section will be required to approve this bill before the Accounting Section performs the audit.

The Easement covering the additional width necessary for the construction of the new overcrossing is being provided to the State by the Southern Pacific Transportation Company at no cost to the State. As provided in Section 10 of the Easement Indenture, it shall be recorded in the Office of the Recorder of Douglas County. Upon the recording of this Easement Indenture, the recording information should be furnished to my office so that I may forward it to the Southern Pacific Transportation Company.

The Section Heads should review these agreements and acquaint themselves with the responsibilities their Sections must bear for fulfilling these agreements.

73-17707
12-10-73 Klamath Co.
RECORD OF BOOK 535 PAGE 245

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: H. S. Coulter
C. T. Keasey w/att.
D. H. Mochring "
W. J. Hart "
V. E. Skoog "
J. B. Boyd w/att.
R. N. Chase " (4)
J. L. Sollis "
A. Shirley, Jr. "
J. C. McCormick "
A. W. Bates w/att.
M. G. Havig "

BP*93/479.994

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 10, 1973

Oregon Transportation Commission
ORIGINAL SIGNED
J. B. BOYD

AGENDA
SEP 19 1973

J. B. Boyd
Right of Way Engineer

Construction Agreement
Shady Overcrossing of SPTC
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County
File 45415

Presented for your consideration at the meeting on September 19 will be an agreement with the Southern Pacific Transportation Company providing for the construction of the Shady Overcrossing on the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County.

This agreement covers the removal of the existing overcrossing structure, the construction of the new overcrossing structure, and the extension of the railroad's existing 36 inch reinforced concrete pipe for approximately 12 feet. Also included in the agreement will be adjustment of signal and communication lines, necessary flagging and engineering inspection, and preliminary engineering.

The estimated cost of the work to the State will be $36,605, which cost will be eligible for Federal participation, under the terms of this agreement. The Highway Division will require the contractor to provide railroad protective insurance.

Federal Highway Administration concurrence has been received.

I recommend your favorable consideration.

JP:CM
cc George M. Baldwin
C. W. Head /w/ atts.
F. B. Klaboe
Gary Sund

(A)
2 COPIES TO BE SIGNED

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 10, 1973

Oregon Transportation Commission
ORIGINAL SIGNED
J. B. BOYD

AGENDA
SEP 19 1973
1 A

J. B. Boyd
Right of Way Engineer

Easement Indenture
Shady Overcrossing SPTC
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County
File 45415

At the meeting on September 19 I shall ask your approval of an Easement Indenture with Southern Pacific Transportation Company for construction of the Shady Overcrossing on the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County.

This easement supplements an existing easement granted the State by Southern Pacific Transportation Company and involves no cost to the State.

The Federal Highway Administration has approved this easement.

Your favorable consideration is recommended.

JP:CM
cc George M. Baldwin
C. W. Head /w/ Att.
F. B. Klaboe
Goru Sund

(A)
COPIES TO BE SIGNED

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILD

Board of Commis
Douglas County C
Roseburg, Oregon

Attention: Mr. G
County

Gentlemen:

The Oregon State Hi
Winston-Shady Sectio
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las County Engineer.

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Very
F. B.
and S

By

8046

OREGON STATE HIGHWAY DIVISION

RECEIVED
COUNTY & CITY SECTION
DEC 4 - 1973
☐ ENGR. ☐ Asst. ☑ ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 28, 1973

Board of Commissioners
Douglas County Courthouse
Roseburg, Oregon 97470

NOTED
E. S. HUNTER

Attention: Mr. George Grubb,
County Engineer

Gentlemen:

The Oregon State Highway Division has tentatively scheduled the Winston-Shady Section of the Coos Bay-Roseburg Highway for contract at the February 28, 1974 bid opening. The Rummell Bar, near Dillard, is being designated as a prospective material site lying outside the limits of the project.

It has been determined that State's contractor may wish to utilize a portion of Schoolhouse Road, County Road No. 158, approximately as shown colored in blue on the attached sketch map, as a route for a haul road, and in this event the following shall apply:

> State's contractor shall obtain from County the required permits for overweight and/or overwidth loads on the county road portion of the route. State's contractor shall also be responsible for maintenance of the county road during the interim of use thereof, and upon completion of the project said county road shall be returned to County in a condition at least as suitable as existing prior to contractor's use as a haul road, subject to inspection and acceptance by the Douglas County Engineer.

If the terms as set forth in this letter are acceptable to the Board of Commissioners, please indicate your approval by signature in the space provided below and return one signed copy to this office.

APPROVED 12-5 73
BOARD OF Douglas
BY

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

By

H. S. Cox
County and City Engineer

RECEIVED
DEC 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MCH:ljt/mm

STATE OF OREGON
1859

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

RUMMELL BAR

See IR-5-200

Bar

ve.

29

HULT AVE.

12" R.C. PIPE

1090

1100

1091+06.2 P.T.

1089+41.7 P.C.

1089+20.7 P.T.

1087+80.0+41.5

1097+58.6 P.C.

1103+45.4 =

1103+47.5

6°C.R.
435°20'
T. 304.2

EQUATION

DILLY

O.&C.R.R.CO.

N.4°.59'W.

E.11°.31'N.

S.P.Miller

18" CORR. I. PIPE

Miller

Deed Edge

Deed Edge 500-118-72

500-120-72

4715T

Access Road

See IR-5-200 for existing Edge Treatment

Edge

Farm

Det

P.S. Nat. Lbr. Co.
320-728
264-765
218-960
209-450
419-133

8046

cc: E. S. Hunter
R. L. Schroeder
L. H. Young
J. H. Versteeg
C. T. Keasey
C. G. Swenson
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

November 27, 1973

Board of Commissioners
Douglas County Courthouse
Roseburg, Oregon 97470

Attention Mr. George Grubb
County Engineer

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State's contractor shall obtain from County the required permits for overweight and/or overwidth loads and shall furnish the necessary traffic control devices and flagmen for the handling of traffic on the county road portion of the route.

State's contractor shall also be responsible for maintenance of the county road during the interim of use thereof, and upon completion of the project said county road shall be returned to County in a condition at least as suitable as existing prior to contractor's use as a haul road, subject to inspection and acceptance by the Douglas County Engineer.

NOTED
R. L. SCHROEDER

RECEIVED
NOV 28 1973
Office of
the State Highway Engineer

If the terms as set forth in this letter are acceptable to the Board of County Commissioners, please indicate your approval by signature in the space provided below and return one signed copy to this office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

By

H. S. Cox
County and City Engineer

MCH:ljt

APPROVED_____, 1973.

DOUGLAS COUNTY BOARD OF COMMISSIONERS,

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

RUMMELL BAR

IR-5-200

Bay

29

SCHOOLHOUSE

HULT

Dead Ease 500-11.72

Ease 520.73

Ease 525.20 IS

Ease 532.60 IS

Ease 560.57 IS

Ease 1.5 Ac. Road

A7157 ACCESS

P.O. Hole Lbr. 235-728 244-955 218-450 286-459 419-139

See IR-5-200 for Ease Hwy Encumbrances

Perm. Ease

Deposits of

12" R.C. PIPE

1080

1090

1089 + 41.7 P.C.

1091 + 06.2 P.T.

307 P.C.

030 + 20.7 P.T. = 030 + 41.5

N. 4° 53' W.

O.K.C.R.R. Co.

10°C.R. Δ 16°27' T. 828

N. 11° 34' E.

1057 + 58.6 P.C.

6°C.R. Δ 35°20' T. 304.2

1100

S.C. Miller

EQUATION

1103 + 45.4 = 1103 + 47.5

10" CORR. I. PIPE

8046 11-7-73

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-29(19)

STATE PROJECT NO. WINSTON-SHADY SECTION

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. P-494

COUNTY NAME DOUGLAS

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	NOVEMBER 9, 1973	PRIMARY ROUTE #14 / COOS BAY-ROSEBURG HIGHWAY #35

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ACQUISITION OF FILES 47856, 47857, 47858 AND 47859 AS REQUESTED IN MR. YOUNG'S OCTOBER 22, 1973 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILES 47856,47857,47858 & 47859.

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

[X] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
STATE HWY ENGR
NOV 14 '73
REFER TO
FOR
Engr Engr Engr Engr

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-9-73	E. Fiedler	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8046

October 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. F-29(19)
Winston-Shady Section (ROW)
(Files 47856, 47857, 47858 and 47859)

We hereby request your authorization to proceed with the actual acquisition of the above listed properties on the subject project. These properties involve the acquisition of permanent easements which are required to accommodate the installation of the future permanent highway signs, and the areas to be acquired are as outlined in red on the enclosed sketch maps. No relocation assistance is required for these parcels and no increase in total cost or federal funds for the project is anticipated at this time for the parcels.

Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

CL:js

8046

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 26, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. C. T. Babers, Superintendent

Dear Sir:

Construction Agreement
Shady Overcrossing of SPTC
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County
R/W File: 45415

Enclosed are duplicate counterparts of the Construction agreement for the above captioned overcrossing near Shady which was submitted to us with your letter dated August 3, 1973.

This document was executed by the Highway Administrator on September 19, 1973 and is now being returned to you for final execution by your principals.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
Enclosures
cc: Southern Pacific Transportation Co.
San Francisco, California

bc: G. L. Green
C. W. Head
H. S. Coulter
L. H. Young
J. B. Boyd
J. L. Sollis
Alfred Shirley, Jr.
J. C. McCormick
A. W. Bates
Marty Havig

SIGNED
C. W. HEAD

8046

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 26, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. C. T. Babers, Superintendent

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Construction Agreement
Shady Overcrossing of SPTC
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County
R/W File: 45415

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Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
Enclosures
cc: Southern Pacific Transportation Co.
San Francisco, California

bc: G. L. Green
C. W. Head
H. S. Coulter
L. H. Young
J. B. Boyd
J. L. Sollis
Alfred Shirley, Jr.
J. C. McCormick
A. W. Bates
Marty Havig

...ED
... HEAD

804

4.31.13

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

Mr. Al R. Hooten
General Manager
World Wildlife Safari
Post Office Box 600
Winston, Oregon 97496

Dear Al:

I am very pleased that you have taken the time to write to advise me of the good response you obtained from the Highway Division in connection with your billboard problem. It's always good to learn from the public that State government really is responsive, and immediately so, to the fullest extent of our ability.

My schedule and my surgery still say to me that I probably can't participate in a Governor's Day at the World Wildlife Safari, as much as I do appreciate the invitation. But someday, for sure, I'll get to make the grand tour.

From the reports I received everything is going relatively well for you, at least, and it appears as if you are doing everything right. Congratulations and best wishes.

Sincerely,

Governor

TM:sk

RECEIVED
STATE HWY ENGR
AUG 31 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Noted
ROBERT E. WHIPPS

RECEIVED
AUG 30 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

WORLD WILDLIFE SAFARI

Post Office Box 600 Winston, Oregon 97496 Phone (503) 679-6761

AUG 13 1973

August 10, 1973

The Honorable Governor Tom McCall
Office of the Governor
State Capitol
Salem, OR 97310

Dear Governor McCall:

World Wildlife Safari is fast becoming an attraction that seems to follow the Oregon concept of environmental, esthetic, educational, entertaining, and of real interest to the tourists as well as Oregonians.

A few days ago, however, we suffered an exasperating situation through the loss of one of the large Inter-State billboards that was located at the I-5 exit to our park.

The board was due to be taken down by late September, but came down recently about 60 days early.

Naturally, we were left rather speechless and this was nobody's fault; it just happened right in the midst of tourist season.

We were able to contact some of your people in the Highway Division and in one week they came up with the "Trail Blazing" concept to help the tourist find us.

I have thanked them, but wanted you to know that you have some very great people in the Oregon State Highway Department who are concerned over problems to the point that action is the name of the game. Mr. Glen Jackson, Mr. Klaboe, Mr. George, and of course, the many others are responsible for one of the finest highway systems in any state, and I believe it is because they care.

Being in contact with these people at the City of Winston and now from World Wildlife Safari, has been a most refreshing experience for me.

On another note, I would like to alert you to the fact that we are in the process of trying to arrange a time for you and a number of your specified guests to come to World Wildlife Safari for "Governor's Day."

Your time is totally scheduled, but we are trying to set this up for October when the Park is very beautiful with fall colors, the temperature is a little crisp, and the animals are active.

Thanking you for being Governor of our great State of Oregon, I remain,

Respectfully yours,

WORLD WILDLIFE SAFARI

Al R. Hooten
General Manager

ARH:ifr

P. S. Please notice enclosed snapshot taken last summer at the Roseburg City Hall dedication taken of you being approached by myself about the possibility of taking a fast tour through the Park if your schedule would permit.

WORLD WILDLIFE SAFARI

Post Office Box 600 Winston, Oregon 97496 Phone (503) 679-6761

August 7, 1973

Mr. "Bud" George
Traffic Engineer
Oregon State Highway Division
Salem, OR 97310

NOTED L. B. HOOTEN

Dear Bud:

Upon receiving that telephone call last Thursday, I can't begin to tell you how much relief I sensed.

To comprehend what had to take place in solving this situation makes me know that the idea behind the creation of World Wildlife Safari in Oregon and particularly here in Douglas County has to be correct.

To have dealt with and been in personal contact with many of you people in the Highway Division over the past few years at the City of Winston as City Manager and as an interested citizen, has been truly my pleasure and privilege.

I'd like to say to you and Fred Klaboe along with the many others, "Thanks."

This "trail-blazing" signing is a most accurate indication of the genuine concern for people who have a problem that the Oregon State Highway Department displays on a continuing basis here in Oregon.

RECEIVED
STATE HWY ENGR
AUG 10 '73
REFER TO
FOR

NOTED
L.E. GEORGE

Rest assured that you have a genuine group of "rooters" here at World Wildlife Safari.

Thanking you again, I remain,

Very truly yours,

Al R. Hooten
General Manager

ARH:ifr

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ST[illegible]NY ENGR
NG2273
REFER TO
Hunter
FOR

August 6, 197[illegible]

RECEIVED
[illegible] 1973
OFFICE OF
Glenn [illegible]

Walker & Lee
Real Estate

Administrative Offices:
1477 South Manchester Ave.
P.O. Box 3696
Anaheim, California 92803
(714) 776-9350

Mr. Glen Jackson, Chairman
Transportation Commission of Oregon
Public Service Building
Portland, Oregon 97204

Dear Mr. Jackson:

During our recent visit in your office you inquired as to the research and educational aspects of World Wildlife Safari at Winston, Oregon, and I am writing this in response to your question.

Since its inception World Wildlife Safari has had an exceptional orientation towards research and education and the preservation of endangered species of animals. The following is some, but not all, the aspects of this program.

1. We have a pair of Brown Hyenas in a special enclosure. This is a rare and endangered species and we are trying various experiments to get them to breed.

2. We have a similar experiment going on with Striped Hyenas.

3. We acquired 6 cheetahs directly from Southwest Africa (4 females and 2 males) and have constructed a specially designed area for them (a 7-acre enclosure) in the hope that the mystery of why cheetahs virtually never bred in captivity can be solved.

4. We have worked for a year with a pair of North American Red Wolves (also endangered species) and successfully produced a litter of 6 pups; however, a blood test has subsequently proven that the male is a hybrid (apparently part coyote). These wolves belong to an organization run by Dr. Randall Eaton and since his resignation we expect that they will be removed.

5. We presently have an excellent breedable pair of Sumatran Tigers, which is truly unusual. These tigers are smaller and darker than the Bengal Tigers but are quite ferocious and are truly endangered. We are presently holding them

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AUG 2 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. (continued)
in a very small enclosure because we do not want them to mix with the Bengal Tigers. We would like very much to build a special area for the Sumatrans in the hope that they will breed, but have been unable to do so to date due to the lack of funds for this purpose.

During the past year we have been able to acquire several rather remarkable single animals of interesting and endangered species and it is our hope during the coming winter to acquire as many mates for them as possible.

In the educational area we have enjoyed very good contact with both Oregon State and the University of Oregon. During the semester ending in June of this year, Oregon State sponsored a class which met at the park and was a combination of regular classroom work and observation and work in our hospital, laboratory, and main park areas. Numerous graduate students have worked at the park or spent time there in connection with their degrees.

It is our sincere hope that all of the above activities will be continued and expanded and that new ones will be added. For example, we have been offered a pair of breedable hippopotami and would like very much to have them. This involves our finding a way to build a proper hippo pool this winter.

We sincerely appreciate the cooperation of the transportation commission inasmuch as we have suffered from the serious problem of directing people to the park, due to the contemplated widening of Highway 42 and the construction work which has gone on in the vicinity of our entrance.

Trusting this information will satisfy your requirements, I am

Yours very truly,

Frank R. Hart

Frank R. Hart
President

FRH:jb

P.S. World Wildlife Safari is an 80% owned subsidiary of Walker & Lee, Inc.

5. (continued)
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Frank R. Hart

Frank R. Hart
President

FRH:jb

P.S. World Wildlife Safari is an 80% owned subsidiary of Walker & Lee, Inc.

FORM 6-30 (REV. 10-67)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
March 5, 1973

SUBJECT:

To: E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

From: L E George

L. E. George
Traffic Engineer

We have examined the proposed design for the new access road to handle the traffic into the Safari Wildlife Park. The severing of the Winston section road and the location and proposed design of the new access road is satisfactory to this office.

LEG:pb

Cof Proceed w/ agreement.
L.

3-7-73
original to Cof.

RECEIVED
MAR 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-11-73

Order No. 73-550

Crossing No. C-567.3-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 639

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for the authority, pursuant to ORS 763.040, to alter a separated crossing of the Coos Bay-Roseburg Highway over the tracks of Southern Pacific Transportation Company, near Shady, Douglas County, Oregon.	ORDER

On May 11, 1973, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner for authority to alter an existing overcrossing structure (on the Coos Bay-Roseburg Highway, Route 99) over the tracks and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Green in Douglas County, Oregon. The project involves the widening of the Coos Bay-Roseburg Highway from two to four lanes of travel between Shady and Winston.

Copies of the application were duly served upon Southern Pacific Transportation Company, the Board of County Commissioners of Douglas County, Pacific Northwest Bell Telephone Company, Roberts Creek Water District, California-Pacific Utilities Company, and Pacific Power and Light Company. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the responses thereto, and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to alter the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall:

(a) Prepare plans and specifications and award contract or contracts for the construction of the proposed overcrossing structure, including approaches thereto, and supervise the construction thereof.

(b) Bear all the costs of constructing and altering the overcrossing structure.

(c) Upon completion of the project, maintain the structure and all highway appurtenances thereto.

(3) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement by applicant, furnish such preliminary engineering, engineering inspection, watchman and flagging service, as may be necessary to protect railroad operations during the period of construction of this project.

(b) Subject to reimbursement by applicant, remove and protect the signal and communication lines during this same period, and replace them in final location under the structure upon completion of the construction.

(c) Maintain the railroad tracks and facilities, and bear all the costs thereof.

(4) Upon completion of the project, applicant shall notify the Commissioner.

After completion, the new structure will have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. During the construction and alteration of the overcrossing structure, however, it will be necessary to require an impaired vertical clearance of 21 feet over the tracks of the railroad as detailed in the application, and a 14 foot left and right horizontal clearance as detailed in the application and Drawing No. 28530, attached thereto. Authority to maintain the impaired clearance, as detailed herein, is hereby granted.

Made, entered and effective August 21, 1973.

PUBLIC UTILITY COMMISSIONER OF OREGON

Richard W. Sabin
Public Utility Commissioner

PUC Docket No. _____

Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE SEPARATION STRUCTURE

Formal Title:

In the matter of the application of the State of Oregon,
by and through its State Highway Commission

for the authority, pursuant to ORS 763.040, to alter (construct/alter)
a separated crossing of Coos Bay-Roseburg Highway (street or highway name and/or number)
over (over/under) the tracks of Southern Pacific Transportation Co. (name of railroad)
near (in/near) Shady (name of city, town or nearest railroad station),
Douglas (name of county), Oregon.

Form SS-3/73 Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE SEPARATION STRUCTURE

1. Name of Applicant: State of Oregon, by and through its State Highway Commission
   Address: State Highway Building, Salem, Oregon 97310
2. Statutory authority under which this application is made ORS 366.205, 763.040, 763.050.
3. Location of proposed project:

   City None

   Nearest railroad station Shady

   County Douglas. The proposed construction is to be in the NE 1/4 of the SW 1/4 of Section 11, Township 28S, Range 6W, Willamette Meridian.
4. This project involves a public highway (to be) known as Coos Bay-Roseburg Hwy.
5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company (Railroad)

   at railroad milepost 567.34.
6. At the crossing, the highway will be above (above/below) the railroad tracks.
7. List the proper parties of interest.

   A. Southern Pacific Transportation Company
   B. Douglas County
   C. State of Oregon
   D. Pacific Northwest Bell
   E. Roberts Creek Water District
   F. California Pacific Utilities Co.
   G. Pacific Power & Light
8. What is the average annual daily traffic (vehicular) count? 8500 (1971)

9. What is the average volume of train movements per day?

Passenger None Switch None Freight 10

10. Describe the general nature and intent of the project. To widen the Coos Bay-Roseburg Highway between Winston and Shady to four lanes.

11. Is this construction necessary for the service, accommodation, and convenience of the Public? yes If yes, why? To accommodate the additional lanes necessary for widening and reconstructing the Coos Bay-Roseburg Highway between Winston and Shady which will provide for increased highway traffic and improve safety.

12. Who will construct the structure?

A. State of Oregon

B.

13. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100

14. Who will maintain the structure?

A. Up to the bottom of the beams except for the beam-bearing assemblies State of Oregon

B. All highway appurtenances State of Oregon

C. Above the bottom of the beams plus the beam-bearing assemblies _____

State of Oregon

D. Railroad tracks, railroad drainage and all railroad facilities _____

Southern Pacific Transportation Company

15. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the beam-bearing assemblies __

State of Oregon

B. All highway appurtenances State of Oregon

C. Above the bottom of the beams plus the beam-bearing assemblies _____

State of Oregon

D. Railroad tracks, railroad drainage and all railroad facilities _____

Southern Pacific Transportation Company

16. Is a temporary impairment of standard clearance on the railroad necessary during the construction period yes

If so, describe (and attached complete drawing) 21 ft. vertical clearance. 14 ft. lt. and rt. horizontal clearance. See Drawing 28530.

17. Is a temporary crossing at grade necessary during the construction period? No

If so, describe (include exact railroad milepost location, protection proposed and visibility conditions, and attach complete drawing) _____

N/A

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) N/A

18. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? yes

19. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

Not applicable in this case where we are widening an existing crossing structure.

20. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

N/A

If no, explain why not.

Widening the existing crossing does not eliminate the need for other existing crossings in the area.

21. Other items of construction and cost distribution:

Under "Things to be done by the railroad". They should, if necessary, remove and/or protect signal and communication lines during construction and replace in a permanent location upon completion of construction.

WHEREFORE, applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 27th day of April, 1973.

X _____
(Applicant)

_____
(Attorney)

I, A. E. Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

X _____

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 27th day of April, 1973.

_____
(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form SS-3/73 Signature Page

804

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 24, 1973
Salem, OR

SUBJECT: Easement Indenture
Shady Overcrossing SPTC
Winston-Shady Interchange Sect.
Coos Bay-Roseburg Highway
Douglas County
R/W File 45415

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

Attached are two copies of an easement indenture between the State Highway Division and the Southern Pacific Transportation Co. granting the State an easement for the Shady Overcrossing of the Southern Pacific Transportation Company tracks on the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County.

The easement granted to the State by this document is a supplement to the existing easement given to the State by the Southern Pacific Transportation Company. The easement is granted to the State by the Railroad at no cost to the State.

This easement has been reviewed and approved by the Federal Highway Administration and all interested Section Heads in the Oregon State Highway Division. Please place this item on the Right of Way Agenda for the Commission Meeting on September 19, 1973.

J. E. Chidsey
Railroad & Utility Engineer

JEC:db
Attachment

cc: W. S. Coulter (with counterparts for approval)
Jack Sollis

RECEIVED
AUG 1973
State Highway Engineer

8-28-73

FORM 1-W

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 24, 1973
Salem, OR

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Construction Agreement
Shady Overcrossing of SPTC
Winston-Shady Interchange Sect.
Coos Bay-Roseburg Highway
Douglas County
R/W File 45415

Attached are two copies of an agreement between State Highway Division and the Southern Pacific Transportation Company providing for the construction of the Shady Overcrossing of the Southern Pacific Transportation Company on the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County.

This agreement sets forth the conditions for the construction of the new overcrossing structure, but does not provide a permanent easement for encroachment upon Southern Pacific's rights of way. This easement is covered by an additional agreement which will accompany this construction agreement.

This construction agreement covers the removal of the existing overcrossing structure, the construction of the new overcrossing structure and the extention of the railroad's existing 36" reinforced concrete pipe for approximately 12 feet. Also included in the agreement are the adjustment of signal and communications lines, the necessary flagging and engineering inspection and, cost for preliminary engineering. The estimated cost of the work for the State will be $36,605. These costs will be eligible for Federal Participation of 92% of the actual cost to the State. Under the terms of this agreement, the Highway Division will require the contractor doing the work on this project to provide railroad protective insurance.

7
6

This agreement has been approved by the Federal Highway Administration and all interested Section Heads in the Highway Division. Please place this on the Right of Way Agenda for the Commission Meeting on September 19, 1973.

J. E. Chidsey
Railroad & Utility Engineer

JEC:db
Attachment
cc: W. S. Coulter, with duplicate counterparts for approval
Jack Sollis

8-28-73
signed ...
...

8046

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
9-2	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Douglas
PROJECT REPORT NO. 3	8-S82-	PROJECT NO. F-29(22)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 Winston N. E. 3.61 Mile

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-17-72 4-3-72	3.61
OTHER (Specify)		

FUNDS Pro-rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 22,136	$ 14,069

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Tokarski

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. I. Smith
(Division Engineer)

for G.L. Green

Date executed by Division Engineer August 28, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. F-29(22)

WINSTON-SHADY INTERCHANGE SECTION

COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, August 16, 1973

Project agreement estimate.

Type Code Y-060
Adjustmand of Utilities (Sta. 1268+50)

El Paso Natural Gas Co.	All Required	$19,833.00
	Subtotal	$19,833.00
	10% Engineering	1,983.00
	Total	$21,816.00

Type Code R/WU
Right of Way (by utility)

Right of Way	All Required	$ 320.00
	Total	$ 320.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Utility Adjustment	$21,816.00	$13,866.00	$ 7,950.00
Right of Way	320.00	203.00	117.00
	$22,136.00	$14,069.00	$ 8,067.00

Group 1 100%
Prefix 10-1038

WINSTON-SHADY INTERCHANGE SECTION

F-29(22)

Work by El Paso Natural Gas Co.

Adjust Gas Facilities

Labor	$ 2,568.00
Equipment	1,524.00
Employee Expenses	1,050.00
Outside Services	6,300.00
Materials	11,123.00
Contingencies	4,118.00
Salvage	(6,850.00)
	$19,833.00

7046

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 3, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO: Mr. G. L. Green, Division Engineer
Federal Highway Administration

NOTED
A. E. JOHNSON

FROM: J. J. Smith, Relocation Supervisor
Oregon State Highway Division

SUBJECT: Your letter dated April 17, 1973, 10-35.7, Follow-up letter dated July 26, 1973, and file nos. 45220, 44402, 44970, 45217, 45315, 45329 and 45337.

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO
FOR
Info | Invest | R/D | Dft | Sign | Act | File

1. 45220 - The Deglers'. Attached hereto is a copy of Agent Chapman's letter dated April 30, 1973. Please note that the increased benefits are offered to the relocatees in this letter. The letter, however, was returned to our Roseburg office unclaimed. These people are, apparently, very much on the move. On July 20, 1972, a check amounting to $380 was sent to these people at the Buena Park address in California -- the check came back unclaimed. The check was then sent to Yuba City, California, general delivery, but, again, the check was returned. Shortly thereafter the relocatees called and asked that the check be sent to Marysville's postoffice, general delivery. The check, at this time, was accepted and cashed by the relocatee. At that time we were notified they were moving to Wisconsin. However, they left no forwarding address. On April 30, 1973, the attached letter was sent by certified mail to Winston since the Deglers were reported to be in that area. The letter was returned unclaimed. Every effort has been made and will continue to be made to locate these people.

2. 44402 - The Eakles'. Attached hereto is a letter by Agent Williams dated May 1, 1973, outlining the benefits due this relocatee. Payment of the additional $200 was forwarded to our

Accounting Department on May 3, 1973.

3. 44970 - The Shields'. Attached hereto is a copy of a letter by Agent Williams dated May 1, 1973, outlining the benefits due this relocatee. On May 11, 1973, the payment for incidental closing costs was sent to our Accounting Department for payment.

4. 45217 - Wagler. On January 14, 1972, an offer-benefit letter was sent to the Struthers Furniture Co., copy attached. We find nothing wrong with this offer-benefit letter. It must be noted that the "In-Lieu" moving expense allowance is not available to this relocatee since the acquisition constituted one of several warehouses being used by this company. The acquisition of the warehouse did not, in any way, impair the ability of this company to continue in business.

5. 45315 - Attached hereto is a copy of a letter dated July 18, 1972, to Mr. William Metcalf. Once again we find nothing wrong with this letter since it includes an offer to pay their actual expenses up-to $500 for searching for a new site. Please note that the in-lieu payment is also included in this letter.

6. 45329 - Attached hereto is a copy of a letter dated August 16, 1971 to Mr. Ron Mahoney. We find that there are no omissions in this letter to the above relocatee. Please note that we have offered him reimbursement for his actual expenses in searching for a new site up to the maximum of $500. Also, please note that the in-lieu payment has also been offered to him.

7. 45337 - Shones. Attached hereto is a copy of a letter dated January 5, 1972, by Agent Williams to Mr. Leo Saunders operator of a gasoline service station. While we agree that item number three in this letter offering to pay incidental closing expenses on a replacement property, it is in error; it would seem that at this late date no action should be taken to correct this misrepresentation. The reason for making this statement is that investigation reveals that the service station operator has reestablished his business on the remaining land and will not incur the expense of purchasing a replacement property.

If you need additional information, please advise.

JJS/jp
cc - F. B. Klaboe A. E. Johnson L. H. Young V.E. Skoog
attachments

FORM S-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 31, 1973

To: The File

SUBJECT: File No. 45220-Marquiss
Winston-Shady Int. Section
Coos Bay-Roseburg Highway
Douglas County

We have been unable to contact the Ray Degler family since I talked with them on the phone. They called from Marysville, California and asked that we send the $380 check to General Delivery, Marysville, California. Salem office did this.

They moved out of Unit #6 Fir Court at 264 N. Main, Winston on July 20, 1972 and went to Buena Park, California to a welding job which was already filled when they arrived.

We gave them a benefit letter on Feb. 2, 1972 and revised the benefit with another benefit letter of July 26, 1972 under new benefits.

Letter to Yubs City, California was returned unclaimed 8-8-72 and they called giving the Marysville Post Office General Delivery. They said they were leaving for Wisconsin, but did not mention a town, but said they would write when located on a job.

I called Welfare to check their files and got two references placed on his application for work with Forrest Industries in Dillard. Both these were mink ranches: Leo Bros., Viroqua, Wisc., and McArthur Mink Ranch, Janesville, Wisc.

We wrote to Winston address Box 29 on April 30, 1973 and again May 30, 1973 as Winston Postmaster said try again as Ray Degler was seen in Winston. This letter was returned 6-1[illegible]-73 unclaimed.

RECEIVED
AUG - 1 1973
RELOCATION UNIT

Acley Chapman
Right of Way Agent

AC:csk

RECEIVED
AUG - 1 1973
RELOCATION UNIT

OREGON STATE HIGHWAY DIVISION

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 Ph: 672-6541 Ext. 226

April 30, 1973

Mr. and Mrs. Ray Degler
P. O. Box 29
Winston, Oregon

File No: 15220
Section: Winston-Shady
Highway: Coos Bay-Roseburg
County: Douglas
Fed. Project No: F-29 (19)

Dear Mr. and Mrs. Degler:

The Oregon State Highway Division is going to reconstruct the Winston-Shady Section of the Coos Bay-Roseburg Highway in Douglas County. Our information indicates that you rented property at Unit 6, 242 N. Main, Winston, Oregon, which was affected by this improvement.

Federal and State acquisition and relocation laws provide for certain relocation benefits. A thorough study has been made of the property you rent, the neighborhood in which you live, and the availability of like property in the general area. The relocation benefits to which you are eligible are as follows:

1. Relocation advisory assistance to help you find a replacement dwelling.

2. A moving payment to compensate you for the actual cost of moving your personal property not to exceed 50 miles. $380 was mailed to you.

Should you decide to purchase a replacement dwelling, the State will participate with you in a down payment up to $3,040 plus those incidental closing costs usually borne by the buyer. However, the State's participation is limited to (1) 100% of the first $2,000 and (2) 50% of any amounts over $2,000 in your down payment and closing costs. This means you must pay $520 from your money to receive the $2,520 from the State plus closing costs.

Should you decide to rent instead of purchase, a rent supplement in the amount of $3,120 will be paid. All rental replacement housing payments in excess of $500 will be made in four equal installments on an annual basis, $780 per year. If you rent Government subsidized housing, the above rent benefit will be revised accordingly.

Postmaster at Winston said Ray Degler was in hospital
Mailed again May 30, 1973 and returned Unclaimed
6/17/73.

The property you occupied has been acquired by the State.

Public Law 91-646, Title II, Section 216, states as follows:

"No payment received under this title shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law."

Attached are the necessary forms to claim your relocation benefits. If you need additional information, please contact me at my office which is located at 1523 S. E. Cobb, Roseburg, Oregon. My telephone number is 672-6541 Ext. 226.

Very truly yours,

L. W. Riley
Right of Way Supervisor

Atley P. Chapman
Right of Way Agent

APC:bjl

Attachments

REPORT OF PERSONAL INTERVIEW

☐ Legal Owner ☐ Contract Purchaser ☐ Non-White
☐ Liaison ☐ Appraisal ☒ Other Rentor ☐ Property Mgmt.
☐ Acquisition ☒ Relocation ☐ Other

File No. 45220
Last Name Marquiss-Kizzia
Section Winston-Sandy

Name Ray R. & Elanor Degler H&W Address P.O.Box 29, Winston, Oregon 97496

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking
☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Amount Approved $

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
7-19-72	Mrs. Ray Degler in Kizzia's rental #6 called to say they were moving out as soon as possible tomorrow as Ray has an offer of a welding job in California.
7-20-72	...nt to Winston to Fir Court and inspected the rental where Deglers lived, they were packing the car and her sister was also there dressing the children. I was explaining the down payment of $5,040 allowance and the new rental allowance of one quarter per year on the total of $5,120 or $720 per year. They asked about what would happen if they moved to Wisconsin, where they came from. I told them the same rules applied in any state and we asked the other Highway Departments to make an inspection for D. S. & S. and we did it for them on people moving to Oregon. I also made the cleanup inspection and told them they should pay up the rent and light bill and give us a mail address as soon as they found a place to stay near the new job. They said they would send a card to the Winston Postmaster, and let us know where they were. She gave me a slip with the address on it so they could be reached and to send the Moving Allowance check to them for $960. This address is 6691 Burnham Street, Beuna Park, Cal. 90620. I gave this address to Adele Egan's office so they can mail the moving allowance and sent the forms.
7-26-72	Received the move application from Terry McGrew and sent it in with the moving forms for Ray Degler and I wrote to Deglers about the broken light meter and the rent they still owe the Kizzias. The mail to Buena Park, Cal. was forwarded tp Yuba City and returned Unclaimed August 8, 1972.
7-28-72	Mrs. Degler called from Marysville, Cal. to say the job in Beuna Park was filed when they arrived there and they went to a place near Marysville to pick fruit and will wait for the moving check and they have to pay for car repairs and then on to Wisconsin. She said she would write about where they settle and work.

RECEIVED
AUG - 2 1973
RELOCATION UNIT

By Attie Clarkson
Right of Way Agent

Use reverse side (tumblehead)

E-708 7-19-71

OREGON STATE
HIGHWAY DIVISION

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541 Ext. 226

May 1, 1973

Gordon Eakle
2303 S. W. Jackie St.
Roseburg, Oregon 97470

File No. 44402-Eakle
Winston-Shady Int. Section
Coos Bay Roseburg Highway
Douglas County
F-29 (19)

Dear Mr. Eakle:

The Oregon State Highway Division is going to reconstruct the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County. Title information indicates that you own property which will be affected by this improvement.

Through the use of qualified appraisers, every effort has been made to arrive at the current market value of your property. Based on this information, the Right of Way Section will recommend to the State Highway Commission that you be paid the sum of $9,900. An explanation of the real property value is attached.

Certain relocation benefits over and beyond the market value of the real property needed for construction of the above-named highway will be provided. A thorough study has been made of your property, the neighborhood in which you live, and the availability of like property in the general area. The relocation benefits to which you are eligible are as follows:

Relocation advisory assistance to help you find a replacement dwelling.

A moving payment to compensate you for the cost of moving your personal property 50 miles or less.

Expenses incidental to your purchase of a replacement property, such as payment of recording fees, and miscellaneous closing expenses usually paid by the buyer.

It is the intent of the Highway Division to acquire your property in the immediate future; however, you will not be required by the State to move within the 90-day period immediately following the date of this letter and certainly not until payment for your property has been tendered. You may be required by the State to vacate your property at any time thereafter; however, you will be notified in writing 30 or more days prior to the specified date the property must be vacated. Under no circumstances will the 30-day notice be given prior to the date payment has been tendered.

RECEIVED
MAY 3 - 1973
RELOCATION UNIT

Public Law 91-646, Title II, Section 216, states as follows:

"No relocation benefit payment received under this title shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law."

Attached is a real estate option form which covers all terms of the real property agreement. Also attached are the necessary forms to claim the above relocation benefits. If you need additional information, please contact me at my office which is located at 1523 S. E. Cobb, Roseburg, Oregon 97470. My telephone number is 672-6541 Ext. 226.

Very truly yours,

L. J. FILLEY
RIGHT OF WAY SUPERVISOR

Stan Williams
Right of Way Agent

Attachments

JJF:j

File No. 44402-Eakle

ALLOCATION OF VALUE

Land:----------$1,890
Improvements:------- 8,010
TOTAL:----------$9,900

Comparable Sales:

1. Ballance to John - 4-69 - $10,200 - 5083 S. W. Lance St., Roseburg.
2. Meader to John - 7-6[illegible] - $9,500 - 5191 S. W. Dillard Hwy., Roseburg.
3. Nunn to Frazier - 2-69 - $7,300 - 410 Darrel Ave., Winston.
4. Zuver to Cleaver - 12-67 - $8,500 - 570 Gregory St., Winston.

OREGON STATE HIGHWAY DIVISION

REGION 3 P. O. Box 1123, Roseburg, Oregon 97470 Ph: 672-6541 Ext. 226

May 1, 1973

Mr. Charles L. Shields
Box 202
Winston, Oregon 97496

File No: 44970 - Shields
Section: Winston-Shady Int.
Highway: Coos Bay-Roseburg
County: Douglas
Fed. Proj. No: F-2) (19)

Dear Mr. Shields:

The Oregon State Highway Division is going to reconstruct the Winston-Shady Int. Section of the Coos Bay-Roseburg Highway in Douglas County. Title information indicates that you own property which will be affected by this improvement.

Through the use of qualified appraisers, every effort has been made to arrive at the current market value of your property, including damages to the remainder. Based on this information, the Right of Way Section will recommend to the State Highway Commission that you be paid the sum of $14,300. An explanation of the real property value is attached.

Certain relocation benefits over and beyond the market value of the real property needed for construction of the above-mentioned highway will be provided. A thorough study has been made of your property, the neighborhood in which you live, and the availability of like property in the general area. The relocation benefits to which you are eligible are as follows:

1. Relocation advisory assistance to help you find a replacement dwelling.

2. A moving payment to compensate you for the actual cost of moving your personal property 50 miles or less.

3. Expenses incidental to your purchase of a replacement property, such as payment of recording fees, and miscellaneous closing expenses usually paid by the buyer.

RECEIVED
MAY 3 - 1973
RELOCATION UNIT

RECEIVED
MAY 3 - 1973
RELOCATION UNIT

It is the intent of the Highway Division to acquire your property in the immediate future; however, you will not be required by the State to move within the 90-day period immediately following the date of this letter and certainly not until payment for your property has been tendered. You may be required by the State to vacate your property at any time thereafter; however, you will be notified in writing 30 or more days prior to the specified date the property must be vacated. Under no circumstances will the 30-day notice be given prior to the date payment has been tendered.

Public Law 91-646, Title II, Section 216, states as follows:

"No Relocation benefit payment recieved under this title shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law."

Attached is a real estate option form which covers all terms of the real property agreement. Also attached are the necessary forms to claim the above relocation benefits. If you need additional information, please contact me at my office which is located at 1527 S. W. Cobb, Roseburg, Oregon. My telephone number is 672-6541 Ext. 226.

Very truly yours,

L. W. Riley
Right of Way Supervisor

Stan Williams
Stan Williams
Right of Way Agent

SW:bjl

Attachments

ALLOCATION OF VALUE

Land - - - - - - - - - - - -	$ 1,520
Imps - - - - - - - - - - - -	11,355
Damages - - - - - - - - -	585
Excess - - - - - - - - - -	440
Total	$13,900

Comparable Sales:

1. Ballance to John - 4/3/69 - $10,200 - 508[illegible] S. W. Lance St., Roseburg, Oregon.
2. Meader to John - 7/68 - $9,500 - 5191 S. W. Dillard Hwy., Roseburg, Oregon.
3. Zuver to Rieger - 12/69 - $16,800 - 570 Gregory St., Winston, Oregon.

RECEIVED
MAY 3 - 1973
RELOCATION UNIT

OREGON STATE HIGHWAY DIVISION

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 Ph: 672-6541 Ext. 226

July 18, 1972

Mr. William Metcalf
Winston, Oregon 97496

File No: 45315 - Time Oil Co.
Section: Winston-Shady Int.
Highway: Coos Bay-Roseburg
County: Douglas
Fed. Proj. No: F-29 (19)

Dear Mr. Metcalf:

The Oregon State Highway Division is going to reconstruct the Winston-Shady Int. Section of the Coos Bay-Roseburg Highway in Douglas County. Our information indicates that you rent property which will be affected by this improvement.

Federal and State acquisition and relocation laws provide for certain relocation benefits. A thorough study has been made of the property you occupy, the neighborhood in which you live, and the availability of like property in the general area. The relocation benefits to which you are eligible are as follows:

1. A moving payment to compensate you for the actual cost of moving your personal property not to exceed 50 miles.

Also, you may be reimbursed for your expenses in locating a new site, not to exceed $500. Such expenses may include transportation expense, meals, lodging away from home, and reasonable value of the time you actually spend.

Actual direct losses to tangible personal property may be eligible for benefit payments under certain conditions based on the actual loss caused by the relocation.

In lieu of a moving payment, you may be eligible for a benefit payment of not less than $2,500 or more than $10,000, based on the annual net earnings of your business provided you cannot relocate without suffering a substantial loss of annual average dollar volume of business.

Negotiations with the owner are presently underway for the property you occupy. This is to advise that you will not be required by the State to move within the 90-day period immediately following the date of this letter. You may be required by the State to vacate the property at any time thereafter; however, you will be notified in writing 30 or more days prior to the specified date the property must be vacated.

Public Law 91-646, Title II, Section 216, states as follows:

"No payment received under this title shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law."

Attached are the necessary forms to claim your relocation benefits. If you need additional information, please contact me at my office which is located at 153 S. E. Cobb, Roseburg, Oregon. My telephone number is 672-6541 Ext. 226.

Very truly yours,

L. W. Riley
Right of Way Supervisor

Stan Williams
Stan Williams
Right of Way Agent

SW:bjl
Attachments

OREGON STATE
HIGHWAY DIVISION

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541, Ext. 226

January 14, 1972

Struthers Furniture Co.
Hwy. 99
Dillard, Oregon

File No: 45217-Wagler
Section: Winston-Shady Int.
Highway: Coos Bay-Roseburg
County: Douglas

Dear Mr. Struthers:

The Oregon State Highway Division is going to reconstruct the Winston-Shady Section of the Coos Bay-Roseburg Highway in Douglas County. Our information indicates that you rent property which will be affected by this improvement.

Federal and State acquisition and relocation laws provide for certain relocation benefits. A thorough study has been made of the property you occupy, the neighborhood in which you live, and the availability of like property in the general area. The relocation benefits to which you are eligible are as follows:

1. A moving payment to compensate you for the actual cost of moving your personal property not to exceed 50 miles.

Also, you may be reimbursed for your expenses in locating a new site, not to exceed $500. Such expenses may include transportation expense, meals, lodging away from home, and reasonable value of the time you actually spend.

Actual direct losses to tangible personal property may be eligible for benefit payments under certain conditions based on the actual loss caused by the relocation.

Negotiations with the owner are presently underway for the property you occupy. This is to advise that you will not be required by the State to move within the 90-day period immediately following the date of this letter. You may be required by the State to vacate the property at any time thereafter; however, you will be notified in writing 30 or more days prior to the specified date the property must be vacated.

RECEIVED
MAY 3 - 1973
RELOCATION UNIT

Public Law 91-646, Title II, Section 216, states as follows:

"No payment received under this title shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law."

Attached are the necessary forms to claim your relocation benefits. If you need additional information, please contact me at my office which is located at 1523 S. E. Cobb St., Roseburg, Oregon. My telephone number is 672-3541, Ext. 226.

Very truly yours,

L. W. Riley
Right of Way Supervisor

Stan Williams
Stan Williams
Right of Way Agent

S.W:slr

ATTACHMENTS

RECEIVED
MAY 3 - 1973
RELOCATION UNIT

OREGON STATE HIGHWAY DIVISION

REGION 3 P. O. Box 128, Roseburg, Oregon 97470 PH: 672-6541, Ext. 226

January 5, 1972

Mr. Leo Saunders
855 W. Central
Sutherlin, Oregon 97479

File No: 45337-Shones
Section: Winston-Shady Int.
Highway: Coos Bay-Roseburg
County: Douglas

Dear Mr. Saunders:

The Oregon State Highway Division is going to reconstruct the Winston-Shady Int. Section of the Coos Bay-Roseburg Highway in Douglas County. Title information indicates that you own property which will be affected by this improvement.

Through the use of qualified appraisers, every effort has been made to arrive at the current market value of your property including damages to the remainder. Based on this information, the Right of Way Section will recommend to the State Highway Commission that you be paid the sum of $12,700. An explanation of the real property value is attached.

Certain relocation benefits over and beyond the market value of the real property needed for construction of the above-named highway will be provided. A thorough study has been made of your property, the neighborhood in which you live, and the availability of like property in the general area. The relocation benefits to which you are eligible are as follows:

1. ~~Relocation advisory assistance to help you find a replacement dwelling.~~

2. A moving payment to compensate you for the actual cost of moving your personal property 50 miles or less.

3. Expenses incidental to your purchase of a replacement property, such as payment of recording fees, and miscellaneous closing expenses usually paid by the buyer.

Also, you may be reimbursed for your expenses in locating a new site, not to exceed $500. Such expenses may include transportation expense, meals, lodging away from home, and reasonable value of the time you actually spend.

File No: 45337-Shones
Section: Winston-Shady Int.
Highway: Coos Bay-Roseburg
County: Douglas

ALLOCATION OF VALUE

LAND	$ 3,500
IMPROVEMENTS	1,400
DAMAGES	7,8
TOTAL.	12,700

COMPARABLE SALES.

1. Shones to Saunders, June 1970, $15,000 - Winston.
2. Tike Oil Co. to Roth - 1964, $12,000 - Kittle's Service - Winston.
3. Hurst to Mid Oil Co. January 1970, $35,000, 200' north of Hwy. 42 Jct.-Winston.
4. Newton to Williams 1970, $7,500. S.E. corner of Newton Jr. & Hwy. 42 -Winston.

OREGON STATE
HIGHWAY DIVISION

REGION 3 P.O. Box 1128, Roseburg, Oregon 97470, PH:672-6541 Ext. 226

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. Ron Mahoney
Winston, Oregon

August 16, 1971

File No: 45329-Taber
Section: Winston-Shady In
Highway: Coos Bay-Rosebur
County : Douglas

Dear Mr. Mahoney:

The Oregon State Highway Division is going to (construct) ~~(reconstruct)~~ the ~~Winston-Shady Interchange~~ Section of the ~~Coos Bay-Roseburg~~ Highway in ~~Douglas~~ County. Our title information indicates that you own property which will be affected by this improvement.

Through the use of qualified appraisers, every effort has been made to arrive at the current market value of your property, including damages to the remainder should there be a remainder. Based on this information, the Right of Way Department will recommend to the State Highway Commission that you be paid the sum of $_____. An explanation of the real property value is attached.

Federal and State Acquisition and Relocation Laws provide for certain benefits over and beyond the market value of the real property needed for construction of the above-named highway. The relocation benefits to which you are eligible are as follows:

Relocation advisory assistance to help you find a replacement property.

Moving payments to compensate you for the actual cost of moving your personal property not to exceed 50 miles.

Also, you may be reimbursed for your expenses in searching for a new site,not to exceed $500. Such expenses may include transportation, meals, lodging away from home, and reasonable value of the time you actually spend.

Actual direct losses of tangible personal property may be eligible for benefits under certain conditions based on the actual loss caused by the relocation.

E-725 - B
Rev. 6-15-71

or,

In lieu of a moving payment you may be eligible for a benefit payment up to $10,000 based on the annual net earnings of your business, providing you cannot relocate without suffering a loss of annual average dollar volume of business transacted during the two taxable years preceding the taxable year in which your business is relocated.

The Federal Act provides that benefits shall not "be considered as income for the purpose of the (Federal) Internal Revenue Code of 1954, or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law."

It is the intent of the Highway Division to acquire your property in the immediate future; however, you will not be required by the State to move in the 90-day period immediately following the date of this letter and certainly not until payment for your property has been tendered. You may be required by the State to vacate your property at any time thereafter; however, you will be notified in writing 30 days prior to the specified date the property must be vacated. Under no circumstances will the 30-day notice be given prior to the date payment has been tendered or deposited in escrow.

Attached you will find a real estate option form made out to cover all terms of the real property agreement. Also attached are the necessary forms which must be completed in order to claim the above relocation benefits. If you need additional information, please call me at my office located at ~~1523 S. E. Cobb Street, Roseburg, Oregon 97470~~.
My telephone number is ~~672-6541 Ext. 226~~.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

J. M. Morgan
Right of Way Agent

Attachments

E-725 - B
Rev. 6-15-71

.8046

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 26, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project F-29(19)
Winston-Shade Interchange
Relocation Procedures

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a copy of our letter of April 17, 1973 requesting your review and comments concerning relocation procedures on the above mentioned project. No answer has been received to the letter and we would appreciate a reply at your earliest convenience.

G. L. Mathus for
G. L. Green

Enclosure

RECEIVED
STATE HWY ENGR
JUL 27 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

Form FHWA-121 (1
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 17, 1973

In reply refer to: 10-35.7

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston-Shady Interchange
Relocation Procedures

RECEIVED STATE HWY ENGR — APR 18 73 — REFER TO — FOR — Info / Invcs / R/D / D/R / Act / File

During a recent desk review of the residential and business relocation procedures employed on this project, the following problems were noted:

NOTED
A. E. JOHNSON

1. 45220 - The Deglers, tenants at the acquired property, moved and claimed a $380 moving allowance in July of last year. They were also eligible for either a $3120 rent supplement or a $3040 downpayment, but have not claimed either one as yet. It should be noted that the downpayment amount was incorrectly shown to be $2000 in their February 2, 1972 offer-benefit letter.

2. 44402 - It appears that these owners, Mr. and Mrs. Eakle, moved after January 2, 1971, since their benefits were recalculated under 1970 Uniform Act. They have claimed only a $300 moving allowance. We were unable to locate, in the file, a revised offer-benefit letter explaining the new benefits. Although they are not eligible for the increased interest benefit, they are entitled to additional moving expenses plus closing costs on their replacement house.

3. 44970 - The same comments apply to these owners as those in the previous file. Mr. and Mrs. Shields moved in 1971 and have claimed only a $275 moving allowance under the 1968 Act. They too are entitled to additional moving expenses and closing costs.

Several business relocations were also reviewed and a number of possible deficiencies were noted. Files 45217, 45315, 45329, and 45337 should each be reviewed by the State to insure that procedures have been followed and the relocatees have been informed of all applicable relocation benefits. It appears that the search expense benefit has not been offered in a number of cases.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

We request your review and comments concerning the above cases. If in fact the relocatees have not been adequately informed of their benefits it appears there is a need for a better review of relocation activities in the involved district.

8046

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

July 6, 1973

cc's sent July 9, 1973:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
A. Shirley (2)
George Wills

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the Winston-Shady Interchange Section. Our comments regarding this project are represented on the attached Division of State Lands comment forms. If we may be of any further assistance, please contact us.

Sincerely,

Rollie Rousseau
Assistant Chief
Environmental Management

Attachments

RECEIVED
JUL 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Date 7-2-73

ORS 541.605 et seq.

County Douglas

River S. Umpqua

Name of Applicant ODHD AT FISHER BAR BORROW SOURCE

State Permit No. #P1188

(✓) new ( ) renewal

Corps of Engineers Pl. No. _____

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted behind a berm, or otherwise sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (✓) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(✓) 4. All potholes or removal pits shall be ( ) LEVELED (✓) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED OR (✓) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream ~~from~~ except to place riprap during without prior written approval from the Division of State Lands. June 15-Oct. 15

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

(✓) 8. Material shall not be removed to a depth greater than [0 feet ( ) ABOVE (✓) BELOW] the floor of the adjacent streambed.

(✓) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER (✓) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(X) 10. The Game Commission recommends the ODHD attempt to get all its borrow materials from the other 2 sites.

( ) 11. _____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Game

ORS 541.605 et seq.

Date 6-29-73

County Douglas

River S. Umpqua

Name of Applicant OSHD

State Permit No. 1195 Corps of Engineers PN. No. _____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation in the S. Umpqua shall be conducted behind a berm or sheetpile sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background (✓) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
( ) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from June 15 - June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(✓) 9. Spoils, stockpiles, ~~and other fill materials~~ and shall be placed (✓) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

( ) 10. _____

( ) 11. _____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Game

Date 6-29-73

ORS 541.605 et seq.

County Douglas

River Roberts Cr

Name of Applicant OSHD

State Permit No. 1196 Corps of Engineers PN. No. _____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream~~ and prevent any turbidity increase ( ) of 5 JTU's over background (✓) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. ( ) a. The river shall not be diverted from its present channel.
(✓) b. At the project's completion, the stream shall be
(✓) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (✓) ✓ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. Fish passage shall be maintained in Roberts Creek.

( ) 11. _____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Grange

8046

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 3, 1973

Mr. Steve Maurer
Pacific Northwest Bell Telephone Co.
785 Grant Street
Eugene, OR 97402

Telephone Facilities Relocation
Winston-Shady Int. Section
Coos Bay-Roseburg Highway
Douglas County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 22, 1973, have been approved by the State. You are hereby authorized to proceed with the work as of July 3, 1973.

Please contact Mr. A. W. Bates, Resident Engineer, P.O. Box 1128, 1547 SE Jackson St., Roseburg 97470, telephone 672-6541 ext. 232, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to July 3, 1973 in the amount of $2851.00, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

RECEIVED
JUL 3 1973
Office of
Assistant State Highway Engineer

JMC:jly

cc: Mr. J. W. De Young
Pacific Northwest Bell Telephone Co.
421 SW Oak St. - Rm. 437
Portland, OR 97204

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog w/att.
A. Shirley-Jr. "
A. W. Bates "
J. C. McCormick w/att
M. G. Havig "

7046

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
Schroeder
FOR
Info | Invest | R/D | O/R | Sign | Act | File

Columbia Group
2637 S.W. Water St.
Portland, Oregon 97201

June 27, 1973

Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

I have reviewed the Draft Environmental Impact Statement for the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway, and although these comments arrive somewhat late, I would hope that they might still aid in writing the final draft.

I would like to know how long this project is expected to complete. Has a timetable been developed for this project? This is useful in evaluating the impact of construction activities.

On p. 16 there is a discussion of the construction material requirements and of the use of bars in the South Umpqua River to supply this material. Because of the admitted impact which wet mining has on a river, have other alternatives been examined to meet these material requirements?

On p. 26 is a discussion of the resulting noise if the project is completed. Although the noise measurement sites are roughly described, why wasn't a more precise description included, particularly the distances from the roads? Other impact statements have shown these sites on a large scale map.

The projected effect of the highway improvements on the air quality is discussed beginning on p. 27. What model was used in deriving the predictions? Why wasn't a more complete description of the methods included in the draft statement? Will there be any change in the speed limits because of the project improvements? If so, was this taken account of?

During construction, part of the highway will be closed to through traffic (p. 33). How many cars will be forced to find other routes through this section and what roads will they try to use? How long will this closure last? Have these effects been examined?

I appreciate the time which you take to answer these questions and look forward to your response.

Original to Legal
TAA 6-29-73

RECEIVED
JUN 2 6 1973
Office of ... Engineer

Sincerely,
David Lincoln
David Lincoln

Pacific Northwest Chapter
SIERRA CLUB
2637 S.W. Water Street • Portland, Oregon 97201 • (503) 222-1963

NOTED
R. L. SCHROEDER

9046

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 18, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Rip-Rap Details
Shady Overcrossing of SPTC
Winston-Shady Int. Section
Coos Bay-Roseburg Highway
Douglas County

Dear Sir:

Enclosed are four copies of Sheet #13 and 14b of the Preliminary Plans for the above section, showing details for the proposed rip-rap of the Roberts Creek Channel Change adjacent to Southern Pacific property on the above Overcrossing. Portions of this rip-rap will encroach upon railroad right of way underneath the new structure. This rip-rap work is being included in the contract to protect the stream bank from erosion due to the necessary removal of existing vegetation which performs the same function.

Please review the proposed design and advise us if you have any comments or desire any changes in the proposed design. As you will note, the rip-rap will not require any additional easement to be made over that which has already been requested. Your review and comments will be greatly appreciated.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
W. J. Hart
V. D. Wolfe attn: Hydraulics Unit
A. Shirley, Jr.
M. G. Havig

RECEIVED
JUN 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED/
E. S. HUNTER

8046

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

June 15, 1973

ER 73/629

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental statement for expanding the Winston-Shady Interchange Section of the existing Coos Bay-Roseburg Highway in Douglas County, Oregon, from a two-lane to a four-lane facility.

The statement could be substantially improved with regard to its consideration of project impacts on several areas of jurisdiction and expertise of this Department. We offer the following comments for your consideration:

The alignment is in the south Umpqua River basin where the area is characterized by low rolling benchlands and flat well-developed floodplains. The area is underlain by basalt, thin-bedded siltstone and metamorphic rock, mantled by silt and pebbly sand. Clay soils of the area are unstable, subject to frost-heave, shrink-swell, and exhibit poor compactibility (page 8). Discussion of planned techniques necessary to accommodate these adverse geologic conditions should be included in the environmental impact statement.

Our studies indicate a similar "average" backwater effect of 0.4+ feet at the upstream side of the highway bridge as mentioned on page 18. Also, there is some indication of a lateral gradient from the Winston side of the floodplain toward the main channel bridge opening. This may or may not be caused in part by the highway fill.

If the "Stage reduction" mentioned on page 19 is intended to represent the difference between regulated and unregulated water elevations, there seems to be some slight discrepancies in the calculations. The reduction of the 10-year flood should be 3.00 feet, the 25-year flood 6.00 feet, the 50-year flood 10.00 feet, and the 100-year flood 13.10 feet.

NOTED
R. L. SCHROEDER

RECEIVED
JUN 1 5 1973

BEN GIFFORD
4/-2/-3

NOTED
R. D. ASBURRY

8046

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
A. Shirley, Jr. "
A. W. Bates "
J. C. McCormick "
M. G. Havig "

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 8, 1973

Roberts Creek Water District
P.O. Box 1160
Roseburg, OR 97470

Water Facility Relocation
Winston-Shady Int. Section
Coos Bay-Roseburg Highway
Douglas County

Dear Sirs:

The estimates and sketches prepared by H.G.E., Inc. for the actual and theoretical "in kind" relocation of your facilities in conflict with this project have been approved by the State. You are hereby authorized to proceed with the relocation work as of June 8, 1973. The State concurs in the award of your contract to the apparent low bidder, Industrial Pipeline.

Please contact Mr. A. W. Bates, Resident Engineer, P.O. Box 1128, 1547 SE Jackson St., Roseburg 97470, telephone 672-6541 ext. 232, at least three days prior to beginning work.

The State will reimburse the District for the relocation of water facilities based on a ratio of the theoretical "in kind" estimate cost of the actual replacement cost, or 63.0%. Reimbursement will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill will follow as closely as possible the order of items set forth in your estimates. The bill should also include actual bid item quantities required to adjust the conflicting facilities.

The beginning and completion dates and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

NOTED
H.S. COULTER

JMC:jly

cc: H. G. E. Inc.
405 N. Fifth
Coos Bay, OR 97420

M. G. HAVIG PLEASE NOTE: Please prepare and submit a State Force Order for this work. Return one copy of estimate and sketch with SFB. Prefix: 10-1038

8046

6g

5-29-23

June 5, 1973

Board of County Commissioners
Douglas County
Courthouse
Roseburg, Oregon 97470

Attention: George Grubb
County Engineer

MISC. CONTRACTS and AGREEMENTS No. 4508

Gentlemen:

Attached for your records is a fully executed copy of a supplemental letter agreement concerning construction of the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway.

A fully executed copy of this agreement is being sent to the City of Winston and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
MAY 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE May 23, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Construction Agreement**
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway No. 35

Presented for your consideration at the June 27 meeting will be a Construction Agreement with the City of Winston pertaining to improvement of the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway. A companion agreement with Douglas County will be required.

Basically, this agreement requires the State to construct and maintain the project with the stipulation that improved city street connections will be city responsibility. The City has agreed to cooperate in the necessary adjustment of utility installations.

Under the terms of a cooperative agreement with the City (dated March 30, 1971), storm drainage facilities are also to be improved as a part of the project.

Completion of this project will greatly improve traffic conditions in the Winston area.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

bc: Floyd Ouery
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L.H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

MCH:ljt cg

RECEIVED
MAY 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Construction Agreement**
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway No. 35

Presented for your consideration at the June 27 meeting will be a Construction Agreement with the City of Winston pertaining to improvement of the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway. A companion agreement with Douglas County will be required.

Basically, this agreement requires the State to construct and maintain the project with the stipulation that improved city street connections will be city responsibility. The City has agreed to cooperate in the necessary adjustment of utility installations.

Under the terms of a cooperative agreement with the City (dated March 30, 1971), storm drainage facilities are also to be improved as a part of the project.

Completion of this project will greatly improve traffic conditions in the Winston area.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

bc: Floyd Ouery
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L.H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

MCH:ljt cg

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

- Coast
Coos Bay, Roseburg

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Construction Agreement**
Douglas County
Winston-Shady Interchange Section

At the June 27 meeting an agreement with Douglas County concerning improvement of the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway will be presented for your consideration. A companion agreement with the City of Winston has also been signed.

The agreement provides for the State to construct and thereafter maintain the project with the stipulation that improved county road connections will remain a responsibility of the County. The County has agreed to accept a bypassed portion of the existing highway into their county road system and to cooperate in the necessary adjustment of any conflicting utility installations.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

bc: Floyd Query
George M. Baldwin
F. B. Kalboe
A. H? Johnson
R. L. Schroeder
E. S. Hunter
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
J. H. Versteeg
Gary Sund
Gary Ross
MCH: ljt

8046

OFFICE OF THE ASSISTANT SECRETARY OF COMMERCE
Washington, D.C. 20230

May 31, 1973

6-4-73

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
W. J. Hart
V. D. Wolfe
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
J. C. McCormick
Alfred Shirley, Jr.

RECEIVED
JUN 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft environmental impact statement for "Winston-Shady Interchange Section, Coos Bay-Roseburg Highway, Douglas County, Oregon," which accompanied your letter of April 24, 1973, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration:

NOTED
E. S. HUNTER

EXISTING ENVIRONMENTAL SETTING

Corridor Characteristics - Physical Features

The fact that anadromous fish exist in the Umpqua River and tributaries is mentioned in this section; however, the coverage and emphasis is quite weak in view of the fact that the Umpqua River supports an extremely valuable fishery that could be adversely affected by this project. As a matter of interest, public information advertises Winchester Bay (the mouth of the Umpqua River) as the "salmon center of the Oregon Coast."

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Impact on the Natural Environment - Habitat

The draft environmental impact statement should explain that thousands of anadromous fish, including spring chinook, fall chinook, coho, summer steelhead, winter steelhead, and cutthroat trout use this river every year, and that construction activities in and around the stream could have a very significant adverse impact on aquatic life in general and fishery resources in particular.

BEN GIFFORD

RECEIVED
JUN 4 1973
OFFICE ENGINEERING SECTION

This section mentions that "wet mining" will result in some siltation, and that there is an increased possibility that salmon spawning grounds will be destroyed. Here again, the statements and emphasis are very weak. There is no doubt that "wet mining" of the State-owned gravel bars in the South Umpqua River channel will adversely affect aquatic life.

We consider the lack of discussion of possible alternatives to "wet mining" to be a serious omission from the statement, and we suggest that the feasibility and environmental impact of obtaining construction material from other sources be thoroughly discussed.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

This section should mention the loss of aquatic productivity and the probable adverse effects on fishery resources resulting from "wet mining" operations in the South Umpqua River.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The statement indicates that biotic communities are displaced by highway construction, but that these biotic communities "unless they are unique to one geographic area. . .can be replaced." The quoted statement is only partially true. The displaced biotic communities can be replaced if other similar habitat is available; however, when similar habitat is not available, the net result is likely to be a reduction in numbers of some of the species that are displaced. The possibility that such losses represent an irretrievable commitment of resources should be discussed.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R. Galler

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

May 24, 1973

REPLY TO ATTN OF: 10MEI - M/S 325

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental impact statement for the Winston-Shady Interchange Section, Coos Bay-Roseburg Highway, Oregon.

The statement accurately predicts the adverse environmental impacts that would result from the proposed project and includes many realistic procedures for their abatement. The abatement procedures to be used for wet mining operations such as mining at low flows, conducting all construction activities so as to minimize turbidity and coordinating activities with fishery agencies are all methods which we feel will lessen some of the environmental impacts. We also note that the project is in accordance with area land use plans and transportation plans. This type of planning is another important way to minimize adverse environmental impacts.

Thank you for the opportunity to review this draft statement.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

NOTED
E. S. HUNTER

BEN GIFFORD
4/22/73

NOTED
F. D. ABBERRY

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
J. C. McCormick
Alfred Shirley, Jr.

RECEIVED
MAY 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 30 1973
OFFICE ENGINEERING SECTION

8046

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

1218 S. W. Washington Street
Portland, Oregon 97205

May 22, 1973

L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
MAY 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Young:

The draft environmental statement for the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County has been reviewed in this office.

We have the following comments to offer regarding the draft environmental statement on this project:

1. Land use suitability and limitations have been considered. The alternate route locations proposed would increase adverse land use problems in comparison with the project route. Current lands to be committed are unzoned. Proposed zoning will be predominately of a commercial and residential nature.

2. Construction-produced sediment entering the South Umpqua River will affect downstream resources. Gravel removal from river bars (for aggregate use) is regulated by ORS 541.605-655. Other precautions specifically taken to control siltation and sedimentation are regulated under ORS 449. The draft does not specify the actual construction control measures to be applied.

3. Project needs for material (borrow and aggregates) is estimated at 130,000 cubic yards. Borrow areas for fill other than gravel removal are not designated as to location or treatment when depleted. Embankments and exposed soils will be mulched and seeded within project right-of-way.

4. Water runoff from the 44 acres plus existing right-of-way will be affected by the impermeable surfacing of additional roadway lanes. A new storm drainage system will be designed to solve the drainage problems caused by roadway location. Hydrologic investigations indicate that present openings of existing South Umpqua bridge crossing within the corridor are adequate. The new structures will be designed accordingly with single piers located parallel to the thread of the stream to reduce bed scour and constriction of water flow.

BEN GIFFORD

5. The disruption of installed conservation systems should be minimal in the project area due to existing land use. The extent of systems and proposed protection measures to employed is not listed in the draft.

NOTED
E. S. HUNTER

6. The project will require a total of forty-four acres. Thirty acres are utilized in pasture and orchards located on the flood plain. The proposed zoning designates only a small portion (less than 15 percent) of the farmland to remain an exclusive agricultural use. The alternate routes proposed would require as much or more of the flood plain orchard lands.

7. This project will have no effect on planned Soil Conservation Service projects.

We appreciate the opportunity to review and comment on this proposed project.

Sincerely,

A. J. Webber

A. J. Webber
State Conservationist

5-23-73

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
J. C. McCormick
Alfred Shirley, Jr.

RECEIVED
MAY 23 1973
OFFICE ENGINEERING SECTION

8046

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 21, 1973

Mr. R. H. Sallee
Pacific Power & Light Company
920 SW Sixth Avenue
Portland, OR 97204

Mr. Lloyd Lamothe

Power Transmission Line Relocation
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

Dear Sir:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 15, 1973, have been approved by the State. You are hereby authorized to proceed with the work as of May 21, 1973.

Please contact Mr. A. W. Bates, Resident Engineer, P.O. Box 1128, 1547 SE Jackson, Roseburg 97470, telephone 672-6541 ext. 232, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to May 21, 1973, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

RECEIVED
MAY 22 1973
Office of
Assistant State Highway Engineer

Very truly yours,

Jack M. Cartwright

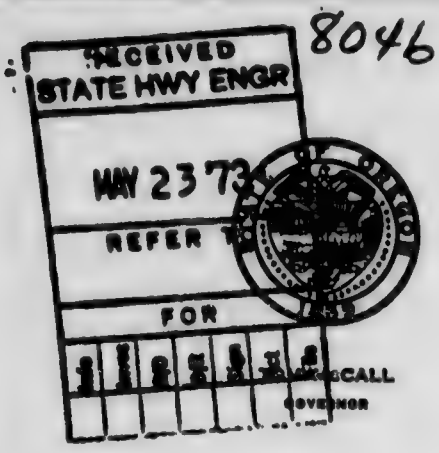
NOTED
H.S. COULTER

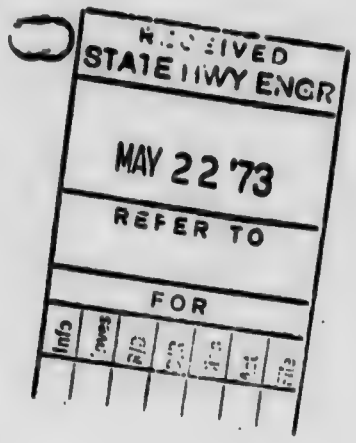
Jack M. Cartwright
Utility Office Engineer

JMC:jly
bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
A. Shirley, Jr. "
A. W. Bates "
J. C. McCormick "
M. G. Havig " (2)

M. G. Havig Please Note: Please prepare a State Force Order for this work. Prefix No. 10-1038. Return one copy of Est. and sketch with SFO.

8046





OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 18, 1973

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear George:

SUBJECT: Winston-Shady Interchange Section, Coos Bay-Roseburg Highway, Douglas County
PNRS #7304 4 060

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

The responses quoted below suggest points to be considered and included in your statement:

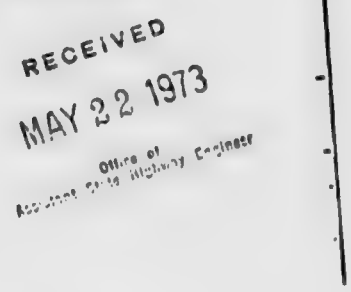
Fish Commission of Oregon

"In several places the EIS suggests the possibilities for gravel mining in the South Umpqua River to produce aggregate for the project. Further, that this mining could produce short-term turbidities at the time of removal and present future opportunities for scouring of the adjacent bed and banks of the stream within the ordinary highwater bounds during flood flows.

"The Division should make every attempt to identify potential removal sites and quantities necessary at the earliest possible time to allow natural resource agency opportunity for input in detailed planning stages with the Division and to allow development of mutually agreeable conditions to necessary permits covering the operations.

Original in the file
Coyle Byard
5-22-73

NOTED
R. L. SCHROEDER



"It is our position that no disruption in water quality should be allowed to occur from wet mining or from bridge pier and footing construction in the South Umpqua River or Roberts Creek. Further, that no substances harmful to aquatic life such as fresh concrete, freshly creosoted lumber, or petroleum products be allowed entry to these waterways.

"We urge all disturbed soil areas including fill slopes be seeded or planted with vegetation prior to the beginning of the annual fall runoff period to preclude erosion and subsequent turbidity to waterways.

"Should planning be modified to consider any alteration of the overflow channel in the flood plain, we believe the Division should closely coordinate the proposal(s) with natural resource agencies.

"Although precautions to prevent water pollution including turbidity are discussed on page 36 and will be incumbent on contractors, we believe these same conditions to also be a direct responsibility of the Highway Division and its personnel. Close attention to conditions to prevent water quality disruptions must be a responsibility of the project engineer and his staff."

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

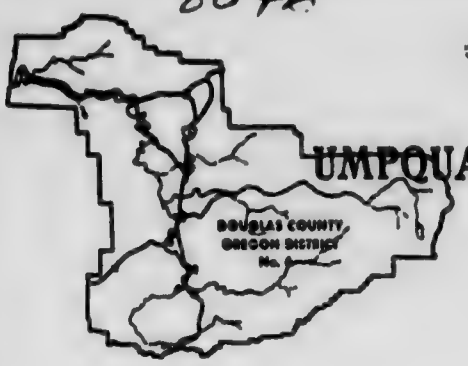
Kessler R. Cannon
Assistant to the Governor
Natural Resources

KRC:gj

RECEIVED
MAY 21 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8046

Telephone 503/672-3311, Ext. 44
Douglas County Courthouse
Roseburg, Oregon 97470



UMPQUA REGIONAL COUNCIL OF GOVERNMENTS

May 17, 1973

Mr. L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

2 PROJECTS

The Executive Committee and Common Council of the Umpqua Regional Council of Governments have reviewed the two environmental impact statements for proposed modification and construction planned for Garden Valley-Fairgrounds Interchange on I-5, Roseburg, and the Winston-Shady Interchange on Coos Bay-Roseburg Highway.

Sitting in regular session on May 16, 1973, the Umpqua Regional Council of Governments gave approval to the two above mentioned projects.

Very truly yours,

G. Anthony Kuhn
Interim Director

NOTED
R. L. SCHROEDER

GAK:rs
cc: Federal Aid Coordination Section

5-22-73

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
J. C. McCormick
Alfred Shirley Jr.

NOTED
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RECEIVED
MAY 22 1973
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Office of
RECEIVED
MAY 22 1973
OFFICE ENGINEERING SECTION

BEL[illegible]FORD

8046

bc: E. Hunter
H. S. Coulter
W. J. Hart
J. H. Verstees
A. Shirley, Jr.
M. G. Havig

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 14, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Shady O'xing of SPTC
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County
Your File: 322 0-0-71-9

Dear Sir:

On April 27, 1973, you wrote to me requesting information on various items on the widening of the Shady Overcrossing on the Winston-Shady Interchange Section, Douglas County. I have received in the information from our Bridge Section answers to these questions. Enclosed are two prints of Drawing 28530, which has been revised to show basically the information you requested in your letter.

The horizontal clearance from the center of the track to the face of the column has been shown and it should be noted that these are greater than the existing clearances.

The headwall and 12 feet of the 36-inch pipe must be removed during the footing and column construction. We propose to replace the 12 feet removed during construction and extend the pipe an additional 12 feet to the bank of Roberts Creek, which would eliminate the need of a new headwall.

You requested in your letter that a protective screen be installed on the sidewalk side of the structure. We are adding to the contract drawings connecting devices for a future screen. Since the existing structure has sidewalks on both sides and no protective screens, we feel that until such time that it is proven to us that screens are necessary, none will be installed.

In our construction we have met the requirements of Southern Pacific's Category "A" as to falsework, since we are using precast girders erected on permanent bent caps. Our restricted construction clearance will be necessary only for bent construction and the removal of the existing structure.

I hope the above has given you sufficient information that you may proceed in the preparation of the construction and maintenance agreement. If you have need for any further information, please contact me.

Yours truly,

J. E. Chidsey
Railroad and Utility Engineer

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
Cc Dept Ventura

JEC:jly
Enc.

Southern Pacific Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

G. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

April 27, 1973

322
0-0-71-9

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to widening Shady overcrossing on the Winston-Shady Interchange Section, Douglas County, Right of Way File No. 45415.

In order that we may proceed there are several items which we need from you as follows:

1. Construction plans for the proposed widening of the existing structure which should indicate actual horizontal clearances from centerline of the track to the face of piers.

2. Plan showing your proposal for removing our 36" pipe during construction and extension.

We note that preliminary plan shows a sidewalk on the west side. In order to protect our trains, we request that a protective screen be installed on this side.

We have been advised that this line falls under our category "B" as to falsework and this should be kept in mind when planning the project.

In order that we may proceed in preparing our construction and maintenance agreement, we will await the above information.

Yours truly,

G. T. Babers

xc: H S Coulter
J H Versteeg
W. J. Hart

NOTED
H.S.COULTER

NOTED
J. E. CHIDSEY

RECEIVED
MAY - 1 1973
UTILITY UNIT

8046

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 14, 1973

Mr. James Herbison
City of Winston
Winston, OR 97496

Sanitary Sewer Conflicts
Winston-Shady Int. Section
Coos Bay-Douglas Highway
Douglas County

Dear Mr. Herbison:

Bids will be received by the Oregon State Highway Commission on the above-titled highway project on September 27, 1973. Certain facilities owned by the City conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

15" San. Sew. Pipe, Sta. 1167+96 (31' lft.) to Sta. 1170+75 (35.5' lft.)

All of this section is located outside of the 30' R/W line, on private property.

8" San. Sew. Pipe, Sta. 1493+20 (32' rt.), located outside the 30' R/W on private property.

The above conflicts are located on private property, therefore, the State will reimburse you for the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and estimated date of completion to Mr. M. G. Havig, 1523 SE Cobb Street, P.O. Box 1128, Roseburg 97470, telephone 672-6541 ext. 241, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. A. W. BATES, 1547 SE JACKSON STREET, P.O. BOX 1128, ROSEBURG 97470, TELEPHONE 672-6541 EXT. 232 BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Bates. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Havig.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

cc: G. L. Green
H. S. Coulter
J. H. Versteeg (3)
V. E. Skoog
R. P. Hamilton
Alfred Shirley
A. W. Bates
M. G. Havig

RECEIVED
MAY 15 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

8046

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (mep)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

5922/19
Ser mep 482
10 May 1973

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft EIS for the Winston-Shady Interchange, Coos Bay-Roseburg Highway, has been reviewed by Thirteenth Coast Guard District's Aids to Navigation and Marine Environmental Protection Branches. The project is above the navigable limit of the South Umpqua River; no bridge permit is required.

Provisions of the Federal Water Pollution Control Act apply inasmuch as the South Umpqua River is tributary to United States navigable waters. It is recommended that contractors be advised of their responsibilities under the Federal Water Pollution Control Act (PL 92-500), particularly in consideration of the anticipated in-stream wet mining operations incident to the project.

To avoid oil or hazardous substances from a spill on the highway entering the water, culverts carrying highway runoff to rivers and streams, where possible, should be accessible and should not dump directly into the river.

If we can be of further assistance, please contact the Marine Environmental Protection Branch. Our offices are in room 614 of the Alaska Building, 618 Second Avenue, Seattle, Washington. The phone number here is 624-2902, extension 343.

Sincerely,

J. D. ROBERTS
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

5-16-73
cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
W. J. Hart
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
J. C. McCormick
B. Shirley

Encl: FWPCA Extracts

Copy to:
CCGD13(oan)(less enclosure)

NOTED
R. L. SCHROEDER

RECEIVED
MAY 17 1973
Office of
Assistant State Highway Engineer

8046

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 1, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Supplemental Construction Agreement
Winston-Shady Section
Coos Bay-Roseburg Highway

There will be presented for your consideration at the May 29 meeting a Supplemental Construction Agreement with Douglas County and the City of Winston, pertaining to the subject section of the Coos Bay-Roseburg Highway in Douglas County.

This agreement provides for closure of existing Looking Glass Road and construction of an improved connection to accomodate increasing traffic being generated by the Wildlife Safari Park. The work is to be performed at no expense to the State. The original agreement of June 27, 1972 remains in full force and effect.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
J. B. Boyd
Victor Wolfe
C. T. Keasey
H. S. Cox
Alfred Shirely
Gary Sund

MCH:ljt dpy

8046

173

Mr. Lorance W. Eickworth
1200 Anderson
Coos Bay, Oregon 97420

Dear Mr. Eickworth:

Mr. Glenn L. Jackson, Chairman of the State Highway Commission, has asked that I reply to your recent letter concerning improvements to Highway 42 and to Highway 38 as your first priority for highway construction in that area.

The bill which has been introduced in the Legislature would direct the State Highway Division to construct a high-speed, major transportation freeway connection Interstate 5 with the general area of the Port of Coos Bay. The bill also appropriates money from the Highway Fund to build part of the project. It would be presumptuous of us to forecast the approval or disapproval of the legislation. Our rough estimate of cost for a new two-lane road is $40 million. We have not made an estimate for a high-speed freeway.

We intend to contract a project between Winston and Shady on Highway 42 in the approximate amount of $5 million during 1973. In addition to this project, we are doing preliminary work on a project between Mystic Creek and Slater Creek west of Camas Valley on Highway 42. We hope this project can be contracted in 1974.

As you can see, we are giving consideration to improvements on Highway 42 and will continue to do so as funds become available.

We have under construction a project costing approximately $1.5 million to provide passing lanes at various locations on Highway 38.

We appreciate your views.

Sincerely,

George H. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
J. H. Versteeg

1260 Anderson
Coos Bay, Ore. 97420

Mr. Glenn Jackson
Chairman Highway Com.
Salem, Oregon 97310

Dear Mr Jackson,

There has been a bill introduced to build a new highway from Coos Bay to Interstate 5. I'm opposed to this new road when highway 38 (Reedsport to I-5) and highway 42 (Myrtle Point to I-5) are still unfinished. With the demands for money to maintain and build roads, it seems to me there are more deserving priorities than a complete new road as proposed.

The talk is that this new road can be built for $25,000,000. I say it will cost closer to $80,000,000. What is your estimate?

Sincerely,

Lorance M. Eichwerth

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APR 10 1973
STATE HIGHWAY COMMISSION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 2, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Indenture of Access
File 45098 - Keeney
Winston - Shady Interchange Section
Coos Bay - Roseburg Highway
Douglas County

19-2

An Indenture of Access will be granted to C. B. Keeney and Bertha J. Keeney.

The public record will be corrected to show the location of one 35 foot unrestricted point of access as it was actually constructed. The approach is located on the southerly side of the relocated Coos Bay - Roseburg Highway two miles east of Winston.

Approval of the Federal Highway Administration is not required in this matter.

Your favorable consideration of this request will be asked at the meeting on April 17. I recommend your approval.

j
cc George M. Baldwin
C. W. Head /w/ att. ✓
F. B. Klaboe
Gary Ross
Gary Sund

(A)
COPIES TO BE SIGNED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 2, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Indenture of Access
File 45098 – Keeney
Winston – Shady Interchange Section
Coos Bay – Roseburg Highway
Douglas County

19-2

An Indenture of Access will be granted to C. B. Keeney and Bertha J. Keeney.

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Approval of the Federal Highway Administration is not required in this matter.

Your favorable consideration of this request will be asked at the meeting on April 17. I recommend your approval.

j
cc George M. Baldwin
C. W. Head /w/ att. ✓
F. B. Klaboe
Gary Ross
Gary Sund

(A)
COPIES TO
BE SIGNED

8046

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION.
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: [redacted] Salem, Oregon

In reply refer to: HP-32.6

FROM: [redacted] V. Cusack, Acting Division [redacted] Salem, Oregon

SUBJECT: Oregon Project F-29(-)
Winston-Shady Section
Bridges #1986A, 1923A, and 2173A

Mr. Hunter's February 26, 1973 letter satisfactorily answers the questions raised in our February 8 approval memorandum.

The request to widen the Winston O'flow Bridge 2 additional feet for guardrail offset is approved. We understand the reason for the change is that the sidewalk has been moved off the shoulder edge and away from the roadway, except at the structures.

RECEIVED
STATE HWY ENGR
MAR 5 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

3-7-73
cc Hall
Young

RECEIVED
MAR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

February 26, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Cusack:

Winston O'flow Bridge, 1986A
S. Umpqua R. (Winston) Bridge, 1923A
Shady Oxing of SPRR, 2173A
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County
Your File 10-35.6

As requested in your letter of February 8, 1973, we have reviewed the length of pile in Bent 5 of the Shady Overcrossing of SPRR. The elevation of the existing footing is 501 and it was founded on sandstone. Little penetration into the sandstone is expected and the pile tip elevation of 500, as shown in the foundation report, would appear to be correct.

Riprap at the South Umpqua River Bridge will be placed in the footing excavation and around the piers with the top of riprap being at streambed elevation.

As suggested in your letter, we have reviewed the estimates and revised them as follows:

S. Umpqua River (Winston) Bridge 1923A	$917,000
Winston O'flow Bridge 1986A	238,000
Shady Oxing of SPRR Bridge 2173A	832,000

The roadway width of the Winston O'flow Bridge has been increased two feet to provide a 10-foot shoulder plus a two-foot guardrail offset on the north side of the structure. This is the same shoulder and offset as on the south side.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JMT:dh jf

bc: F. B. Klaboe
A. E. Johnson
Walt Hart

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 8, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(-)
Winston-Shady Section
Bridges #1986A, 1923A, and 2173A

Preliminary plans for these structures were submitted with Mr. Wallace's October 5, 1972 and January 17, 1973 memorandums. These plans are approved.

Our review indicates that the Shady overcrossing of the SPRR structural steel piles in Bent 5 may be about 10 feet short of the sandstone line. Would you please review this.

Please note we feel you should give careful consideration in the placement of riprap around the Umpqua River Bridge piers. We do not think the channel should be obstructed even if it means lowering the footings. Please carefully study this problem and eliminate any adverse effect of riprap obstruction to stream flow.

The estimated cost for the Shady overcrossing structure appears low for a railroad-type crossing. The South Umpqua Bridge is certainly minimal considering that two piers are located in the river. Would you please review these estimates also.

RECEIVED
STATE HWY ENGR
FEB 12 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Str. | Act | File

RECEIVED
FEB 1 1973
BRIDGE DIVISION

NOTED
W. J. HART

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817.344

RECEIVED
OCT 5 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 5, 1972

To Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

L. L. WALLACE

From L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

Subject Winston Overflow Br. 1986A
S. Umpqua R. (Winston) Br. 1923A
Shady Oxing of SPRR Br. 2173A
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Enclosed are two prints each of Drawings Nos. 28531, 28447, 28530, 26001, 26002, 26004, 26535, and 26330, which are the preliminary plans and elevations, vicinity maps, and foundation data sheets for the subject structures. Also enclosed are two copies of the grading plan sheets, hydraulic reports, and foundation recommendations. The foundation data sheet and recommendation for Bridge No. 1923A is not complete and will be forwarded when it becomes available.

The subject structures are part of the widening to four lanes of the Coos Bay-Roseburg Highway between Winston and Shady. The width elevation and alignment are in accordance with the requirements established for the project.

The length of the Winston Overflow Bridge was determined by keeping the existing bottom of channel width, as recommended in the hydraulic report, and using 2 to 1 end slopes. This structure is a cast-in-place slab span on encased steel pile bents. This is the most economical type for this location and no alternates were studied.

The length of the South Umpqua River Bridge No. 1923A matches the existing bridge which will remain in place and carry the eastbound lanes. The new structure will carry the westbound lanes and the bicycle path. A three-span RCBG estimated to cost $830,000, a five-span RCBG estimated to cost $831,000, and the proposed Bulb-T with RCBG cantilevers post-tensioned together estimated to cost $806,000 were studied for this site. The proposed type was selected as being the most

RECEIVED
OCT 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

economical and having the least amount of falsework in the river, thereby minimizing flood hazards during construction.

The length of the Shady Oxing of the SPRR Br. No. 2173A was required to span the railroad and Roberts Creek channel providing 2 to 1 end slopes. Type IV prestressed beams are the most economical type for this location and no alternates were considered. Utilizing the existing bridge to carry two lanes of traffic was studied and found to be impractical as this would have required a shift in the roadway centerline to provide for the roadway and bicycle path. Additional right-of-way would have been required.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is Winston Overflow Bridge No. 1986A, $204,000, South Umpqua River Bridge No. 1923A, $806,000, and Shady Oxing of SPRR Bridge No. 2173A, $668,000.

This is being sent to you as a preliminary submittal for your approval.

JMT/ag

Encls.

cc A. E. Johnson
L. H. Young
V. E. Skoog

8046

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1973

Mr. Bill Higby
U. S. Geological Survey
Post Office Box 808
Eugene, Oregon 97401

Dear Mr. Higby:

Attached is a sketch showing the position of the South Umpqua River Gage at Brockway in relation to the proposed Winston Bridge on Highway 42. The Winston-Shady Section is tentatively scheduled for contract in late September, 1973.

We suggest you contact Mr. J. H. Versteeg, Regional Engineer in Roseburg, to inform him of your plans for the gage house. If you have further questions, feel free to contact us.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

Richard L. Lenz
Hydraulics Engineer

SHM:mc

bc E. S. Hunter
F. L. Hall
Victor D. Wolfe
W. J. Hart
J. H. Versteeg

MOVED
E. S. HUNTER

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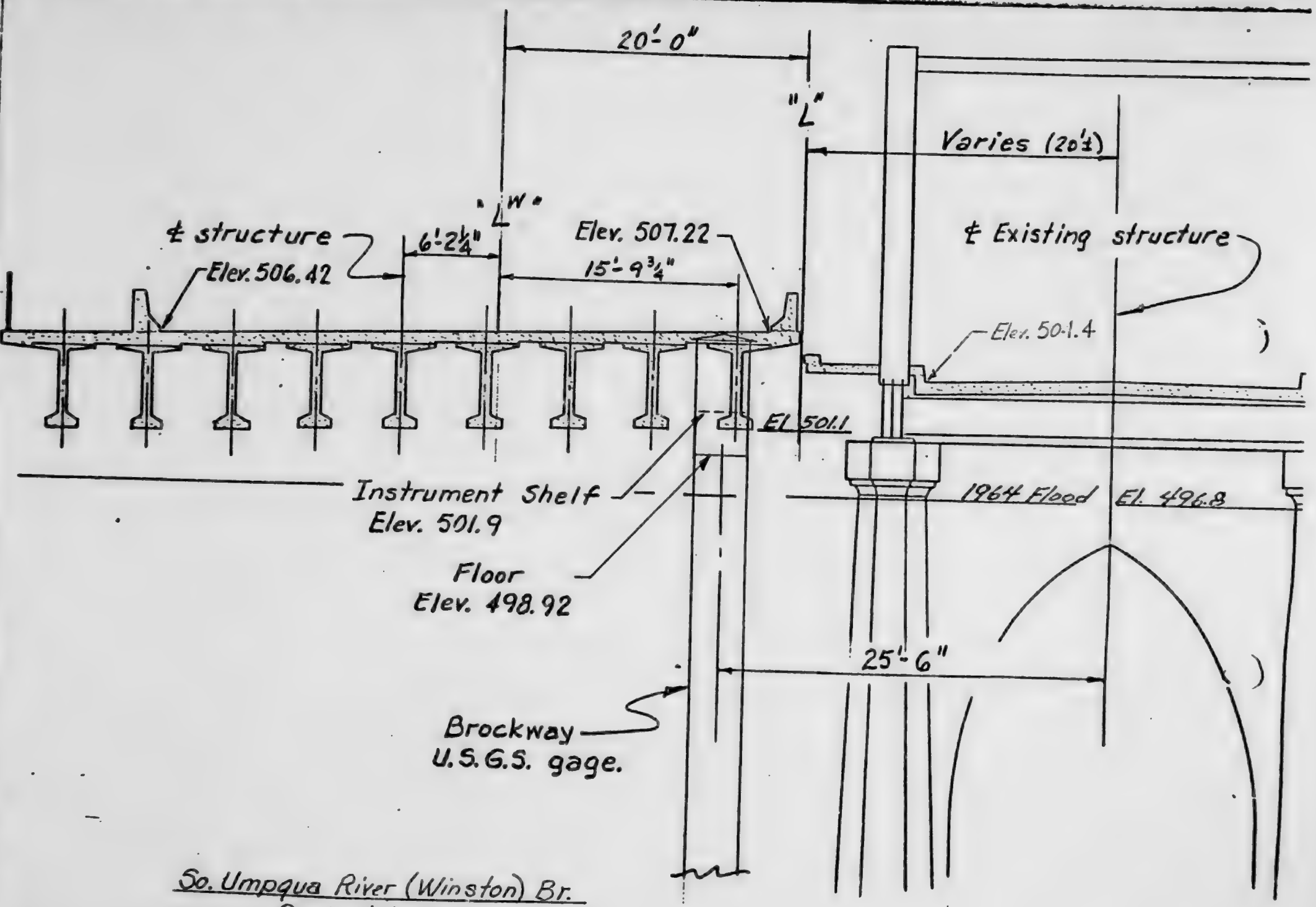
JAN 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



So. Umpqua River (Winston) Br.
Scale: 1/8" = 1'-0"

8046 Winston-Shady Intchg. Sec. 1974
of Coos Bay-Roseburg-Dillard #3
Hwys.(grade,pave,struct,sign.sig)

CA 4528
RR 762

#8046

FORM 61.734.3039

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 26, 1974

SUBJECT: South Umpqua River and
Overflow Structures
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

TO: FILE

NOTED
E. S. HUNTER

A design flood having the same magnitude and frequency as the December 1964 flood was selected for this section of highway (the 1964 flood was described in the memo to the files of February 25, 1972). This decision was based on the following:

1. During the crest of the flood in December 1964 the water level was the same on both sides of the highway at the overflow structure at Station 1219; therefore, if the grade of the roadway remains the same after reconstruction, no change will occur in the flood pattern, leaving conditions during a design flood essentially as they are now.

2. Many of the homes in the floodplain both upstream and downstream from the highway were constructed after the floods of 1950 and 1953. It was a legal opinion that owners had no basis for complaint relative to flood damage as a result of the highway fill across the flood plain.

As indicated in the original memo to the file, it was estimated that the river would enter the upper end of the overflow channel (Area 2) when a stage of 27.5 feet (discharge of 72,000 cfs) was reached at the USGS river gage located at the Winston Bridge site over the South Umpqua River (see map). On this basis, only two floods of record had entered the overflow channel prior to 1933: the 1890 and 1927 floods. Since 1933 there have been seven floods which have entered the overflow channel: 1950, January and November 1953, 1955, 1964, 1971 and 1974.

In 1933 the highway was relocated and the grade raised 5 to 6 feet across the floodplain approximately between Stations 1210 to 1234. Several small drainage structures were abandoned where the alignment remained unchanged between Stations 1210 and 1220. A bridge 95 feet in length was constructed as an overflow structure across a defined drainage channel at Station 1219, and a 24-inch culvert was extended at Station 1213.

The pre-1933 highway gradeline was approximately at ground level across the entire floodplain for a distance of about 2500 feet. What is apparently the main overflow channel (Area 1) crosses the southerly 1000 feet of this floodplain from Station 1210 to 1220. Information received from Mr. Ray Brosi, long-time resident of the area, indicates that water flowed over the highway at a depth of approximately 2 feet during the 1927 flood and

that at the same time, water just reached the floor of his house (2 feet above the surrounding ground). Mr. Brosi's house is located near the intersection of Section Road and Lookingglass Road along the northeasterly side of the overflow channel and about 1500 feet upstream from the highway (see map). His house is also near the upper end of a natural ridge which extends downstream to the highway, separating the floodplain into two overflow channels--the main overflow and a secondary overflow (Area 3).

Mr. Brosi's house appears to be strategically located on the floodplain and he has been able to provide important information on the 1927 flood which would not otherwise have been available. Information on the 1964, 1971 and 1974 floods was obtained from field surveys by Highway Division crews and from conversations with residents of the area. The flow calculations on the 1927 flood are based on the information from Mr. Brosi.

In 1927 the estimated overflow of the old highway in the vicinity of the main overflow channel is 9000 cfs, including that amount carried by three pipe culverts and two box culverts. In addition to this, an additional quantity passed through the secondary overflow. This area is now occupied by the Pepsi Cola Bottling Plant, several homes, and a small trailer court. This secondary overflow area will be discussed later.

From information in the following table, calculations were made for quantities in the main overflow for recent floods relative to the 1927 flood.

Year	River Stage	Difference in Stage	Discharge cfs	Increase in Discharge cfs	Height of Water at Brosi House
1927	30.6 feet		89,500		Floor level
1974	32.6 feet	2.0 feet	105,000	15,500	4-5"on floor
1964	34.3 feet	3.7 feet	125,000	35,500	28" on floor

Each difference in discharge is divided three ways: (1) main overflow, (2) secondary overflow, and (3) the river. The river will carry a greater portion of the increase than either of the two overflows. Profiles established from the information previously gathered indicate that all of the 4 to 5 inches of water observed on the floor of Mr. Brosi's house in January 1974 were due to increased depth in the main overflow, and of the 28 inches of water in the Brosi house in December 1964, it is estimated that 16 inches were due to backwater from the highway fill and 12 inches to increased depth of water in the main overflow. From this it is assumed that the 1964 flood would have produced a depth of thee feet over the highway as it existed in 1927 with an estimated discharge of 15,600 cfs (out of a 35,500 cfs increase) in the main overflow.

Secondary Overflow

Mr. Harrison Winston recalls that in 1927 (at the age of 10 years) water was running past the house in which he was then living and which was

located within this overflow area. At this time the water was 2 feet deep around Mr. Brosi's house. In comparison, in 1971 the water was at ground level at the Brosi house at a stage of the river only 0.6 foot lower and a discharge of 3,500 cfs less than the 1927 flood.

Even though the 1971 flood was theoretically lower than the 1927 flood, flooding still occurred in the secondary overflow area. It cannot be determined how much flooding had occurred in this area from the two lower floods of January and November 1953, but it is reasonable to assume that some flooding did occur from the January flood since it was only 0.2 foot lower in river stage than the 1971 flood. Since flooding does occur in the secondary overflow at river stages less than the stage in 1927, any combination of structures in the main overflow which will maintain status quo would have little bearing on the flooding here, and for a flood of 1927 magnitude flooding would not be eliminated around the houses and trailer court. It appears that flooding will occur in the secondary overflow area any time water enters the upper end of the main overflow channel, which is at and above a river stage of 27.5 feet and a discharge of 72,000 cfs.

No information is available from which discharges through the secondary channel can be estimated. Water is prevented from movement through the area by the highway fill across the drainage swale. The water must build up 5 to 6 feet in height before it can flow toward the river on the right or the overflow on the left. The first movement of water is to the overflow on the left; however, as the backwater increases at the overflow bridge, water is forced back into the secondary overflow area and eventually tops the berm to flow into the river. After the flood recedes, the ponded water is trapped and its only release is through absorption into the ground.

One of the contributing factors to the backwater buildup at the overflow bridge is the inability of the channel downstream from the bridge to carry the water. It has become virtually plugged over the years by brush, trees, blackberry vines, and an accumulation of sediment from the flood waters. Another obstruction is an undersized culvert through Helweg Road where it crosses this channel. Much of the backwater buildup would have been eliminated if the overflow bridge had been able to function properly. Some relief would have been experienced in the secondary overflow, also, although the effect would have been relatively minor. The water that passes through the overflow bridge is diverted to the left into the main overflow channel and to the right through another housing development into the secondary overflow.

Basically, to obtain a natural flow pattern with the least amount of restriction would require removal of all highway fill down to natural ground and construction of a bridge 3400 feet long across the flood plain to carry traffic. A compromise to this would be to provide sufficient waterway

openings through the fill to maintain an acceptable depth of backwater for larger floods. The February 1927 flood, selected to determine this, was the last large flood of record to occur before the highway reconstruction in 1933. It has been exceeded only by the 1890 flood and the more recent floods of 1964 and 1974.

Recommendations

As a result of considerable input from the public, a careful reevaluation of the flooding problem was undertaken. As noted in Item (1) on the first page of this report, flood waters topped the highway in December 1964; it was also noted that if the gradeline of the roadway were to remain the same after reconstruction, no change would occur in the flood pattern. The existing two-lane roadway will be used to carry northbound traffic on the completed four-lane facility. Final design called for utilizing the existing concrete pavement by overlaying it with a minimum of four inches of asphaltic concrete wearing surface. The end result will be a raise in the crown of the road varying from 0.6 foot to over one foot which may have an adverse effect on the flood pattern. To offset undesirable effects, an additional structure will be needed between Stations 1215 and 1217 at the deepest point in the natural overflow.

To maintain the approximate flow conditions at the old highway grade in 1927, it is recommended that a bridge 150 feet in length be considered at this location and in addition, a 12' x 8' RCBC be located in the vicinity of Station 1212 to 1213. This would still allow a slight increase in flood elevations of a few tenths along the highway fill extending back to Station 1210 because of the eccentricity of the flow pattern approaching the structure. Benefits from the box culvert would include (1) reduce the buildup in that area as mentioned above, (2) allow for faster drainage of backwater from the higher floods, and (3) aid in the downstream distribution of the flood waters. Because of the concentration of flood waters through the two structures, it is recommended that an energy dissipator, most likely a radial type, be placed at the outlet end of both structures.

Relief in the secondary overflow will require a different approach to the solution. If either a bridge or large culvert were to be placed through the roadway, the flood waters would be directed into the center of the housing development (Area 4) along Helweg Road. This solves a problem by creating a problem and therefore cannot be considered. It must be understood that there will always be a passage of waterthrough the secondary overflow in spite of the additional structure(s) proposed for the main overflow. A reduction of the buildup or ponding of water some 5 to 6 feet deep is the problem to be met. It is recommended that a wide channel be cut through the natural berm formed along the bank of

the river at a level which would carry the flood waters along the upstream side of the highway fill to the river. This channel should be constructed and protected so that it could still maintain the appearance of and be used for pastureland as is its present use. This method of overflow channel has been used successfully before and is compatible to the environment and land use.

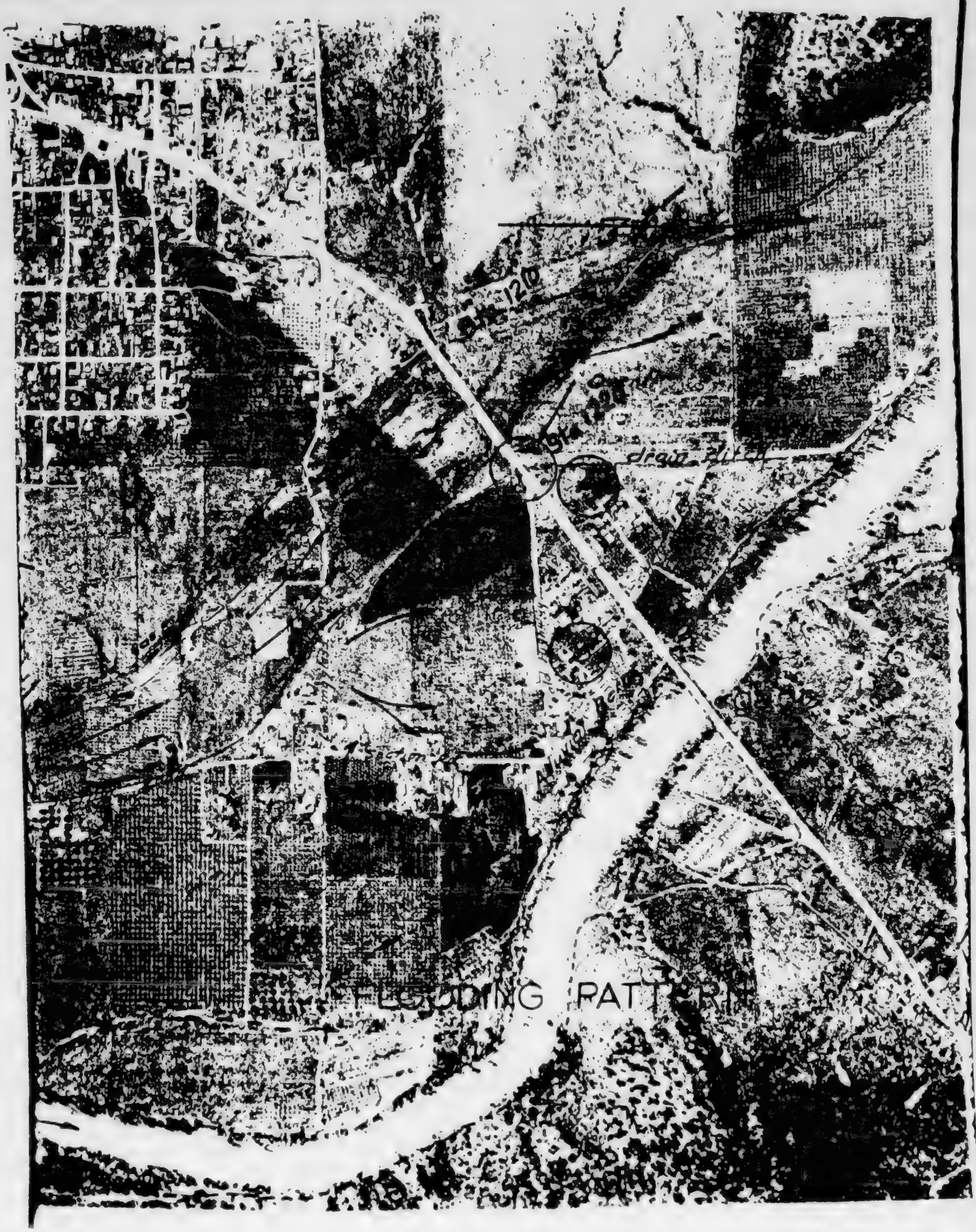
It is important that the area residents are made aware of the necessity to clean up the outlet ditch to the existing overflow structure. The strucutre cannot function properly if this restriction to flow is not removed. This should be of great concern to them and it is their responsibility.

One undesirable effect which will be seen as a result of the additional drainage facilities as recommended is the retention of early high velocities in the floodplain which will, theoretically, be seen throughout the majority of the overflow area. For example, this effect would have lasted for a period of 49 hours in 1964, 25 hours in 1971 and 40 hours in 1974, causing considerable erosion toward the latter half of the flooding period. The increase in erosion, however, would simply be the result of a restoration of the natural drainage pattern.

Richard L. Lenz
Hydraulics Engineer

RLL:mc

cc Victor D. Wolfe
E. S. Hunter
Alfred Shirley, Jr.
J. H. Versteeg
W. J. Hart
Gary Potter


120
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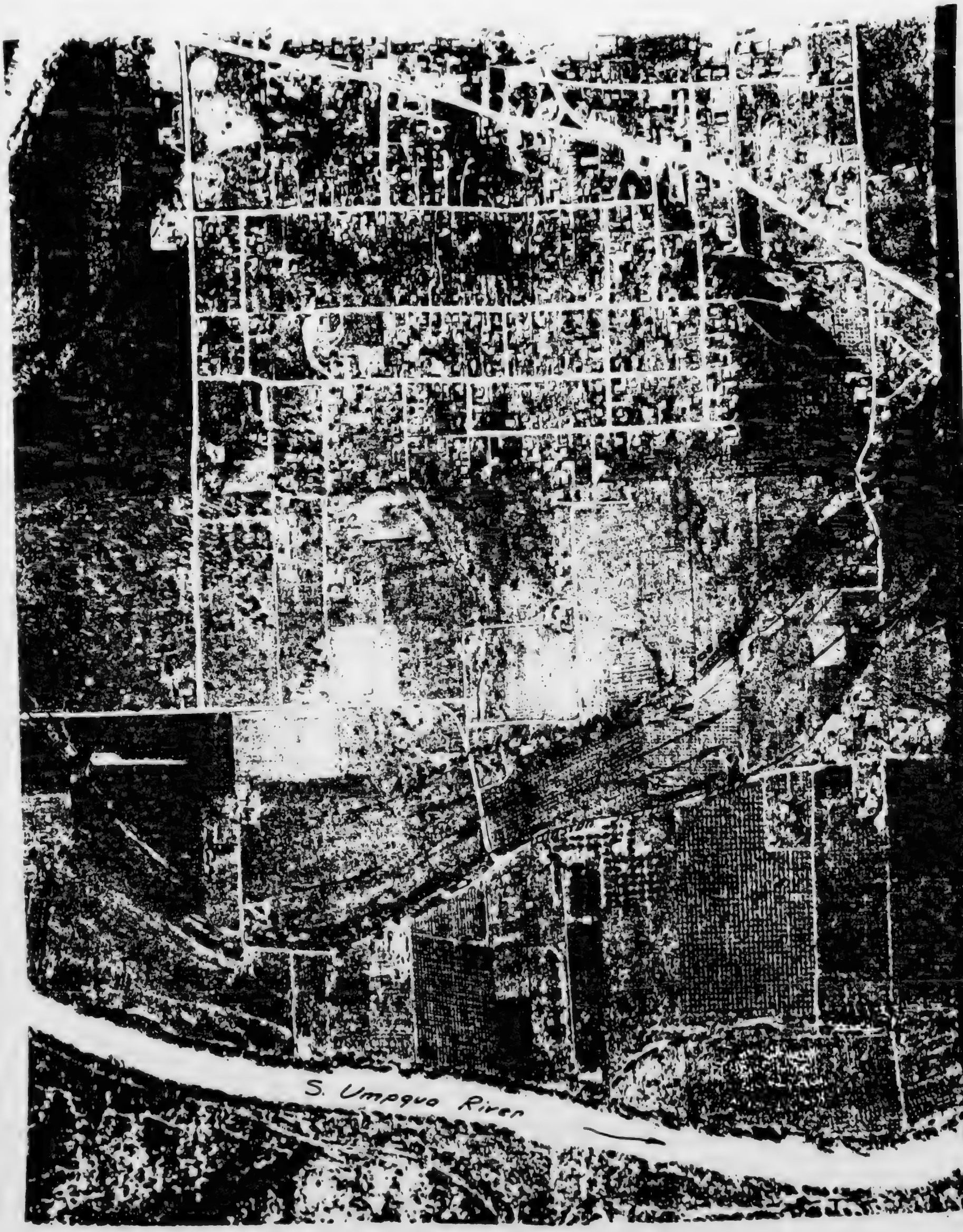
Grant Park
FLOODING PATTERN


S. Umpqua River

S. Umpqua River

8046

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 20, 1974

ORIGINAL SIGNED

FROM: L. L. Wallace
Bridge Design Engineer

SUBJECT:
Umpqua River Overflow Channel
Winston-Shady Intch. Section
Contract 8046

TO:
Mr. V. D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

In a letter dated September 17, 1974 we gave you an estimated cost of $401,000 for a 200-foot long 4-span prestressed concrete slab bridge. Due to an oversight we did not include the cost of a waterproofing membrane. The estimated cost should be increased to $423,000 to include this item.

TJS:dh

cc E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.

RECEIVED
SEP 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8046

September 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. RF-DP-2%(23)

SUBJECT Request Change Order Approval

Contract 8046, State Force Order No. 4

Project Winston-Shady Interchange

Highway Coos Bay-Roseburg and Dillard

County Douglas

Under Subsection 650.33 in the special provisions of this contract your office approved the removal of the signal controller by State forces. The controller will become the property of the State.

The estimated cost of the removal $100 with Federal participation $90.00.

Your Area Engineer recommended tentative approval of this estimated cost September 16, 1974.

Your approval as of September 16, 1974 is requested.

Attach.

VG:fw

8046

Form 81.724.0000

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 17, 1974

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. V. D. Wolfe
Location Engineer

SUBJECT:

Umpqua River Oflow Channel
Winston-Shady Intch. Section
Contract 8046

The estimated cost of a four-span prestressed concrete slab bridge on concrete encased steel pile with a total length of 200 feet is $401,000. This is for a road width of 88 feet and an 8-foot bikeway.

JMT:dh

cc E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.

RECEIVED
SEP 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8046

Salem, Oregon

September 6, 1984

V. D. Wolfe
Location Engineer

E. S. Hunter
Assistant State Highway Engineer

Umpqua River Overflow Channel

Please proceed to finalize the formal hydraulic study of the Umpqua River Overflow Channel on the Winston-Shady project, obtain a tight estimate of cost for the 200-foot structure from Bridge and prepare the necessary materials needed to hold a public meeting of the affected property owners as soon as possible.

Please keep Bud Shirley, Carroll Keasey and myself posted of your progress as it will be necessary that Region contact, by certified mail, all of the affected property owners to advise them of the time and place of the meeting.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
Carroll Keasey
Walt Hart
L. W. Rullen
Gary Potter
A. Shirley, Jr.
Pat Randolph
Al Bates

H. C. Ellis

cpy for Ore

(5a.)

Agreement Book

September 5, 1974

Douglas County
Board of Commissioners
Courthouse
Roseburg, OR 97470

MISC. CONTRACTS and AGREEMENTS No. 5084

Attention: Ray E. Doerner, Chairman

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the traffic signal installation on the Coos Bay-Roseburg Highway at the intersection with Clarks Branch County Road (Kelly's Corner).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

Att.

bc ~~R. W. Schroeder~~ (Conformed copy agree. att.)
L. E. George

8046

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 26, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Agreement
Coos Bay-Roseburg Highway at
Clarks Branch County Road
(Kelly's Corner)

We are replacing the traffic signal at this intersection as a part of the Winston-Shady construction project. (Contract No. 8046).

We have prepared an agreement which has been signed by the Douglas County Commission indicating that the power costs will be borne by the County and maintenance will be the responsibility of the State. In the past, the State has been responsible for both power and maintenance costs. The signal replacement will be funded under the contract.

Your approval of the agreement and authorization for me to sign it is recommended. This will be an item on the agenda for the August 29 meeting for your consideration.

bc C. W. Head - As this is a replacement of an existing signal, it will not have to go through the Administrative Practices Act.

George M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
Alfred Shirley, Jr.
Gary Sund
R. E. Whipps
H. S. Coulter
C. T. Keasey

RDT:kw ms

8046

Southern Pacific
Transportation Company

Room 281-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

G. T. BABERS
SUPERINTENDENT
W. P. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

August 22, 1974

GMO 82441
0-0-71-9

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence relative to State Highway Contract No. 8046 covering the Winston-Shady Interchange Section, Coos Bay-Roseburg and Dillard Highway in Douglas County.

This is to advise that railroad protective liability policy No. RPL 13-55 and certified copies of contractor's own insurance Policy GA 465-6620, both for the periods March 1, 1974 to March 1, 1977, are satisfactory to Southern Pacific Transportation Company. We have verbally advised contractor that this insurance is satisfactory and understand that he desires to commence clearing immediately.

As you are aware, Signal and Communications Departments have been placing their facilities underground and will be completed in the near future. We have an Engineer Inspector, Mr. Bruce Wechter, lined up for this project.

In connection with this project, we have been informed that the contractor has furnished some shoring plans which are being checked by the State. Please submit these to the railroad for our approval. Contractor should be advised that any falsework plans should also be prepared and submitted through the State for railroad approval.

Yours truly,

G. T. Babers

cc: * Mr. Lyle D. Leach
Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Wash. 98663

* If you desire a service road for moving your equipment from one side of track to the other, you should contact Mr. Wechter and work out the details with him. We presume that this crossing will be within the easement area granted to the State. This easement area is shown on the attached Oregon Division Drawing A-4090.

RECEIVED
AUG 26 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
J. E. CHI

xc: W. J. Hunt.
Cvy. Head
C. T. Keasey
Alfred Shirley Jr.
A. W. Bates.

8046 1P J

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Winston-Shady Interchange Date August 21, 19 74

Highway Coos Bay-Roseburg & Dillard Contract No. 8046

County Douglas Prefix 10-1046

Contractor Peter Kiewit Son' Co. F. A. Project No. RF-DP-29(23) RS-582(1)

Address P.O. Box 1727 Vancouver, WA 98663 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To reimburse contractor as provided by Contract EEO Special Provisions titled, "On-The-Job Training".

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

13 Trainees - 13,000 Hours @ $.80/Hr. = $10,400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number of trainees for which the contractor will receive reimbursement under this order is 13. Further, the maximum reimbursement allowed on this contract for each trainee is limited to $800.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 8,465,640.19	
Present estimate of project cost, including $ 10,400.00 for work under this order	$ 8,465,640.19	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23677-734

c.c.: John Jenkins

AD

Salem, Oregon

August 19, 1974

C. T. Keasey, Construction Engineer

Donald L. Trout, Design Office Engineer

REMOVAL/FILL PERMITS
Winston-Shady Interchange
Coos Bay-Roseburg & Dillard Highways
Douglas County

Here are the Removal/Fill Permits issued to Peter Kiewit Sons' Company for this project. There are four permits issued for this project. Permit No. 1188 is for Fisher Bar; Permit No. 1195 is for S. Umpqua R. & Winston Overflow; Permit No. 1196 is for Roberts Cr. & Roberts Cr. Overflow; and Permit No. 1314 is for Rummell Bar.

jh
Attachments

8046 STATE COPY

Form Approved; O.M.B. No. 04-R2069

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-49		OREGON
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
5	8-13-74	Douglas
		PROJECT NO. RS-582(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 at Jct. SR 42 (Winston) S. 0.56 mi. to South Umpqua River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-18-74	0.560
OTHER (Specify)		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,018,764	$ 796,164

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. K. Hansen
G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 13 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable.

Oregon State Highway Division

Federal-aid Project
No. RS-582(1)

WINSTON-SHADY INTERCHANGE SECTION

DILLARD HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, August 7, 1974

Project Agreement Estimate.

Type Code 6204

Roadway (Sta. 1147+14 to Sta. 1159+83.03Bk=Sta. 1160+14.77Ah to Sta. 11 77+00)

Mobilization	All Required(20%)		$ 134,000.00
Furnishing Field Laboratory	1 only (20%)		1,000.00
Temporary Protection and Direction of Traffic	All Required (10%)		5,000.00
Temporary Signs	150 sq.ft.	11.00	1,650.00
Temporary Barricades	38 only	45.00	1,710.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	500 lin.ft.	6.00	3,000.00
Temporary Guide Posts	10 only	6.00	60.00
Flagmen	330 hours	9.00	2,970.00
Clearing and Grubbing	All Required (10%)		7,500.00
Removal of Structures and Obstructions	All Required (50%)		35,000.00
Ditch Excavation	45 cu.yds.	2.50	112.50
Embankment Foundation Excavation	65 cu.yds.	1.50	97.50
Embankment in Place	5,270 cu.yds.	2.00	10,540.00
Trench Excavation	8,400 cu.yds.	10.00	84,000.00
Finishing Roadbed and Slopes	All Required (10%)		1,000.00
Watering	45 M-gal.	5.00	225.00
Aggregate Shoulders	900 ton	4.60	4,140.00
Plant Mix Aggregate Base	1,430 ton	6.00	8,580.00
Lime Treated Subgrade	23,780 sq.yd.	0.45	10,701.00
Lime for Treated Subgrade	270 ton	60.00	16,200.00
Cement Treated Base Mixture	10,370 ton	4.80	49,776.00
Portland Cement in CTB Mixture	570 ton	60.00	34,200.00
Asphalt in Seal	28 ton	125.00	3,500.00
Class "B" or Class "C" Asphalt Concrete Mixture	5,300 ton	8.20	43,460.00

Class "E" Asphalt Concrete Mixture	1,210 ton	9.50	$ 11,495.00
Asphalt Cement in Mixture	430 ton	85.00	36,550.00
Portland Cement Additive in Class "E" Mixture	13 ton	90.00	1,170.00
Asphalt in Tack Coat	2 ton	140.00	280.00
8-inch Culvert Pipe	52 lin.ft.	6.00	312.00
12-inch Culvert Pipe	64 lin.ft.	6.50	416.00
8-inch Sewer Pipe	422 lin.ft.	6.00	2,532.00
12-inch Sewer Pipe	688 lin.ft.	10.00	6,880.00
24-inch Sewer Pipe	70 lin.ft.	21.00	1,470.00
48-inch Sewer Pipe	880 lin.ft.	55.00	48,400.00
54-inch Sewer Pipe	164 lin.ft.	63.00	10,332.00
60-inch Sewer Pipe	2,240 lin.ft.	75.00	168,000.00
66-inch Sewer Pipe	66 lin.ft.	80.00	5,280.00
Bedding Material	560 cu.yd.	8.00	4,480.00
Concrete Manholes	1 only	800.00	800.00
Special Manholes, Type 1	3 only	2,300.00	6,900.00
Special Manholes, Type 2	2 only	2,400.00	4,800.00
Special Manholes, Type 3	1 only	3,200.00	3,200.00
Special Manholes, Type 4	1 only	4,100.00	4,100.00
Special Manholes, Type 6	1 only	3,400.00	3,400.00
Concrete Inlets, Type "CG-1"	18 only	300.00	5,400.00
Concrete Inlets, Type "G-1"	1 only	350.00	350.00
Concrete Inlets, Type "G-2MA"	5 only	500.00	2,500.00
6-inch Drain Pipe	780 lin.ft.	2.50	1,950.00
8-inch Drain Pipe	1,568 lin.ft.	3.50	5,488.00
Special Filter Material in Drains	155 cu.yds.	12.00	1,860.00
Guard Rail, Type 2A	275 lin.ft.	12.00	3,300.00
Guard Rail, Type 3	25 lin.ft.	26.00	650.00
Guard Rail Anchors, Type 2	1 only	330.00	330.00
Special Bridge Connection	1 only	1,000.00	1,000.00
Rail End Pieces, Type B	1 only	45.00	45.00
Concrete Walks	1,450 sq.yds.	10.00	14,500.00
Concrete Driveways	950 sq.yds.	12.00	11,400.00
Concrete Curbs	210 cu.yds.	97.00	20,370.00
Extra for Asphalt Approaches	55 only	100.00	5,500.00
Drainage Curbs	260 lin.ft.	2.00	520.00
Loose Ripraps-Class 700	275 cu.yds.	12.00	3,300.00
Loose Riprap-Class 2000	310 cu.yds.	25.00	7,750.00
Filter Blanket	77 cu.yds.	8.00	616.00
Guide Posts	4 only	20.00	80.00
Adjusting Manholes	3 only	200.00	600.00
<u>Signing</u>			
Removal of Existing Sign Installation	All Required(25%)		1,250.00

Painted Wood Sign Posts	All Required(25%)		$ 2,500.00
Sign Support Footings	All Required(8%)		1,600.00
Single Sign Supports	All Required(25%)		7,500.00
Cantilever Sign Structure, Sta. 1173+40 Rt			10,000.00
Type "A" Signs in Place	All Required		3,315.00
Type "C", "D" and "R" Signs in Place	221 sq.ft.	15.00	
Type "E", "F", "G" and "I" Signs in Place	209 sq.ft.	15.00	3,135.00
Type "EE" Signs in Place	51 sq.ft.	15.00	765.00
Type "U" Signs in Place	16 sq.ft.	15.00	240.00
Move and Reinstall Existing Signs	33 sq.ft.	15.00	495.00
Sign Illumination Equipment	All Required		500.00
	All Required(50%)		5,000.00
			$ 903,028.00

Additional Items

Permanent Pavement Striping	All Required (16%)	$ 160.00
Stage Construction Striping	All Required (30%)	300.00
Temporary Erosion Control	All Required (16%)	480.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
		$ 2,540.00
	Subtotal	$ 905,568.00
	Engineering	113,196.00
	Total	$1,018,764.00

Length of Project - - - - - - - - 0.560 mile
Cost of Roadway Per Mile- - - - $1,819,221.43

Federal Funds - - - - - - - -

August 8, 1974

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Jan Haley

Dear Jan:

Re: Winston-Shady Interchange
Coos Bay-Roseburg & Dillard Hwys.
Douglas County

Here are two signed applications on OSHD Permit No. 79 application. One covers only Rummell Bar. The other covers all the other areas including Fisher Bar. Since you originally divided these two applications into four separate permits we are sending four fees. If there are any questions, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Design Office Engineer

DLT:jh
cc: Alfred Shirley
A. W. Bates

OSHD Permit No.: 79
Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Rummell Bar

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P. O. Box 1777, Vancouver, WA 98660 (206) 695-1478
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~and/or Placed in Fill~~ Gravel.

b) Estimated Quantity (Removal) Approx. 200,000 Cu. ~~Fill~~ Yds. Maximum.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal ~~and/or Fill~~ As a possible source of aggregate for surfacing material.

e) ~~Source of Fill Material (If Applicable)~~

f) ~~Disposition of Materials Removed (If Applicable)~~

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974
~~Fill~~ Time: 725 Calendar Days.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map South Umpqua River.

b) Tributary of --.

c) Located in See Plans (Legal Description) of Section 29 Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

OSHD Permit No.: 79
Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Douglas County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P.O.Box 1777, Vancouver, WA 98660 (206) 695-1478
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riverbed or riverbank material. Fill is rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Removal is for bridge construction, Material source*, channel change. Fill is for riprap construction.

e) ~~Source of Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974

~~Fill~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map South Umpqua River, Winston Overflow, Roberts Creek, Roberts Creek Overflow

b) Tributary of --

c) Located in See Plans Title Sheet (Legal Description) of Section 11, 15, 16, 21 Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

* Fisher Bar Borrow Source on Sheet 2G should be reviewed with this application. It is not known at this time, however, whether or not it will be used.

•PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 314957

SHIP TO: J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310

P. O. DATE: 8-8-74

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
436 HIGHWAY BUILDING, SALEM, OREGON 97310

NO. INVOICES: 3

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.	
		734	

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B. | DELIVERY REQUIRED | TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
			REMOVAL/FILL PERMIT OSHD NO. 79				
			Winston-Shady Interchange				
			Coos Bay-Roseburg & Dillard Hwys.				
			Douglas County				
1	ea		Removal/Fill Permit No. 1314			$ 50.00	10-1046-900P
			Russell Bar				
1	ea		Removal/Fill Permit No. 1188			50.00	" "
			Fisher Bar				
1	ea		Removal/Fill Permit No. 1195			50.00	" "
			So. Umpqua R. & Winston Overflow				
1	ea		Removal/Fill Permit No. 1196			50.00	" "
			Roberts Creek & Roberts Creek Overflow			$200.00	
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance — DATE

ORDERED BY: 8-8-74

APPROVED

I Certify these Items are Authorized by the Dept. of General Services — DATE

AUTHORIZED AGENT SIGNATURE 8-8-74

RECEIVED BY: — DATE

FORM 81-734-1036

ORIGINATOR

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

HOME OFFICE - OMAHA, NEBRASKA

P. O. Box 1777

VANCOUVER, WASHINGTON 98663

August 5, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. H. Versteeg
Road Design Engineer

Re: Winston-Shady Interchange

Gentlemen:

We enclose the Removal/Fill Permit Application for the Division of Stand Lands for removal or filling of material in waterways as specifically required by the plans.

Yours very truly,

PETER KIEWIT SONS' CO.

Leonard W. Kearney
General Superintendent

LWK/llc
attachments
cc: File

-2- #3046

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 7, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

NOTED
E. S. HUNTER

FROM Specifications Unit

RECEIVED
AUG 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Footpaths and Bicycle Trails for Winston-Shady Grading, Paving, Structures, Signing and Signals Project

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	QUANTITY	PRICE	AMOUNT
13	Embankment in Place	58,000 Cu.Yds.	$ 2.00	$116,000.00
14	Extra for Selected Topsoil Material	440 Cu.Yds.	6.00	2,640.00
15	Trench Excavation	300 Cu.Yds.	10.00	3,000.00
16	Finishing Roadbed and Slopes	10%		1,000.00
18	Watering	30 M-Gal.	5.00	150.00
19	Soil Sterilization	800 Lbs.	3.00	2,400.00
27	Cl. "B" or Class "C" Asph. Conc. Mixture	2,000 Tons	8.20	16,400.00
30	Asphalt Cement in Mixture	130 Tons	85.00	11,050.00
35	8-inch Culvert Pipe	780 Lin.Ft.	6.00	4,680.00
36	12-inch Culvert Pipe	200 Lin.Ft.	6.50	1,300.00
37	18-inch Culvert Pipe	25 Lin.Ft.	11.00	275.00
38	24-inch Culvert Pipe	80 Lin.Ft.	15.00	1,200.00
40	120-inch Culvert Pipe	20 Lin.Ft.	200.00	4,000.00
42	12-inch Sewer Pipe	35 Lin.Ft.	10.00	350.00
54	Bedding Materials	30 Cu.Yds.	8.00	240.00
62	Concrete Inlets, Type CG-1	4 Only	300.00	1,200.00
64	Concrete Inlets, Type G-1 Modified	18 Only	450.00	8,100.00
65	Concrete Inlets, Type G-2MA	5 Only	500.00	2,500.00
69	42-inch Chain Link Fence	88 Lin.Ft.	10.00	880.00
80	Concrete Walks	5,100 Sq.Yds.	10.00	51,000.00
82	Concrete Curbs	300 Cu.Yds.	97.00	29,100.00
97	Roadside Seeding & Mulching	2 Acres	500.00	1,000.00

Footpaths and Bicycle Trails for
Winston-Shady Grading, Paving,
Structures, Signing and Signals Project

100	Structure Excavation	7	Cu.Yds.	5.00	35.00
103	Furnish HP 10x42 Steel Piling	111	Lin.Ft.	6.50	721.50
104	Drive Steel Piles	111	Lin.Ft.	3.00	333.00
105	Class A Concrete	3%			4,200.00
106	Reinforcement	3%			2,400.00
107	Reinforced Concrete Bridge End Panels	14	Sq.Yds.	50.00	700.00
108	Pedestrian Handrail	5	Lin.Ft.	30.00	150.00
111	Structure Excavation	18	Cu.Yds.	5.00	90.00
116	Class A Concrete	3%			7,800.00
117	Class AA Concrete	4%			11,200.00
121	Reinforcement	5%			10,500.00
123	Reinforced Concrete Bridge End Panels	14	Sq.Yds.	50.00	700.00
137	Class A Concrete	1%			3,500.00
140	Reinforcement	2%			4,900.00
141	Reinforced Concrete Bridge End Panels	19	Sq.Yds.	50.00	950.00

TOTAL $306,644.50

Width: 8' Length 3.7 Miles

Total of all contract items $ 7,466,413.50

4.1 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
J. H. Versteeg
L. W. Rullen
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

August 1, 1974

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

Gentlemen:

Re: Winston-Shady Interchange
Coos Bay-Roseburg & Dillard Hwys.
Douglas County

As stated in subsection 107.02 of the special provisions for this project the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached application completed by you.

Information required is:

Telephone number and signature of contractor and the name and address of any subcontractor doing this work.

You may expedite this matter by returning the completed application as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer

jh
Attachment
cc: Alfred Shirley
A. W. Bates

OSHD Permit No.: 79
Job Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Rummell Bar

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P. O. Box 1777, Vancouver, WA 98660
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~and/or Placed in Fill~~ Gravel.

b) Estimated Quantity (Removal) Approx. 200,000 Cu. ~~(Fill)~~ Yds. Maximum.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal ~~and/or Fill~~ As a possible source of aggregate for surfacing material.

e) ~~Source of Fill (If Applicable)~~

f) ~~Disposition of Materials Removed (If Applicable)~~

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974.
~~Fill~~ Time: 725 Calendar Days.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map South Umpqua River.

b) Tributary of --.

c) Located in See Plans (Legal Description) of Section 29 Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

OSHD Permit No.: 79
Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Douglas County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P.O.Box 1777, Vancouver, WA 98660
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riverbed or riverbank material. Fill is rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Removal is for bridge construction, Material source*, channel change. Fill is for riprap construction.

e) ~~Source of Material and Application~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Beginning~~ Awarded: July 31, 1974

~~Ending~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map South Umpqua River, Winston Overflow, Roberts Creek, Roberts Creek Overflow

b) Tributary of --

c) Located in See Plans Title Sheet (Legal Description) of Section 11, 15, 16, 21 Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

* Fisher Bar Borrow Source on Sheet 2G should be reviewed with this application. It is not known at this time, however, whether or not it will be used.

FROM DIVISION OF STATE LANDS

Umpqua River
Douglas County
Highway Job No. 79
Rummell Bar

PRELIMINARY
ATTACHMENT "A"

Winston-Shady Interchange

Special Conditions checked apply to Material Removal Permit No. 1314

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be ( ) LEVELED (x) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
( ) _____GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream ~~from~~ _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

(x) 8. Material shall not be removed to a depth greater than [4 feet ( ) ABOVE (x) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts

( ) ~~11~~. with other users occur.

November 13, 1973

#8046

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

July 31, 1974

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington 98660

Gentlemen:

The Oregon Transportation Commission on July 26 accepted your proposal for work on Winston-Shady Interchange Section of the Coos Bay-Roseburg and Dillard Highways in Douglas County for the sum of $7,466,413.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration was received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8046.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

fkn

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Vince Gallagher
Walt Hart
Don Trout
A. Shirley
Al Bates
Wm. Geibel

RECEIVED
AUG 1 - 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To ____
Bring Up ____/____/____
Other ____

Verstteg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

8046

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1974

TO Transportation
Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
July 16 and July 25 Bid Lettings

Bids will be taken July 16 and July 25 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

July 16 Bid Letting

1. Shutler Station - Olex
John Day Highway, Gilliam County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Willow Creek - Vale
John Day Highway, Malheur County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

3. Odell Butte - The Dalles-California Highway
Willamette Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Fort Klamath - Lobert Junction
Crater Lake Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

5. Oregon City - Carus
Cascade Highway, Clackamas County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

July 25 Bid Letting

1. Arlington Interchange - Irrigon Junction
Columbia River Highway, Gilliam and Morrow Counties

Grade, Pave, Guardrail and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

2. Irrigon Junction - Stanfield Junction
Columbia River Highway, Morrow and Umatilla Counties

Grade, Pave and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

3. West Fremont Interchange
Stadium Freeway, Multnomah County

Roadside Improvement and Mini-Park Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Ruline
Gary Sund
R. E. Whipps

WHW:ko cm

4. Main Avenue and Third Street (Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

Grade and Pave Project

Concrete sidewalks will be incorporated in this project on a replacement-in-kind basis.

5. Winston-Shady Interchange
Coos Bay - Roseburg and Dillard Highway
Douglas County

Grade, Pave, Structures and Signals Project

An eight-foot Class I bicycle/pedestrian facility separated from the highway will be provided along the length of the project.

6. Deschutes River Bridge
Warm Springs Highway, Jefferson County

Footbridge Project

The purpose of this project is to provide a pedestrian bridge across the Deschutes River. This project will be charged to the Bikeway Program.

7. Fort Stevens State Park
Clatsop County

Paving Project

This project includes asphalt concrete bikeway surfacing within the State park, which will provide an extension of the park's bikeway system.

8. Oswald West State Park
Clatsop and Tillamook Counties

Trail Construction Project

A pedestrian trail will be provided within the State park.

These projects will be on the agenda for your consideration at the July 30 meeting and your approval is requested.

8046

Form 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
July 18, 1974

FILE:

FROM: GARY KENNEN
Regional Utility Engineer

TO: MEMO TO THE FILE

SUBJECT: Water Main Conflict
Winston-Shady Interchange
Coos Bay-Roseburg & Dillard
Highways
Douglas County

On July 28, 1971 Winston-Dillard Water District (WDWD) was informed by OSHD that their 8" main was in conflict with our proposed construction throughout a major portion of this project. A section of this main (Station 1235 to 1254) lies outside water district boundaries but is presently in use, serving three property owners. Apparently, upon receipt of our conflict letter, WDWD informed these people that when highway construction started, the District would no longer serve them with water. This problem is well summarized by a letter from Jack Sollis to Mr. Leroy Limbaugh, dated March 21, 1972.

At this point, the property owners began to look to Roberts Creek Water District (RCWD) as a possible source for water, since RCWD adjoins their properties to the north. The property owners subsequently petitioned RCWD for annexation with apparent encouragement from the State Health Department.

The Highway Division has been threatened with an injunction to halt construction in the event that water service is interrupted. In an effort to resolve these problems, this office requested a meeting on July 16, 1974 between RCWD, State Health Dept., property owners and OSHD. The result of this meeting follows:

1. The Board of RCWD would be willing to annex this area, however, approval would have to be obtained from the Douglas County Commission and an election within the District would be required.

2. The Health Dept. will require annexation and construction plans.

3. An estimated cost of main installation by RCWD is $10,000 plus an additional $9,000 for hook-up fees to the Green Meadows Trailer Court.

4. Mr. Clyde Terra, owner of the trailer court, indicated he would be unable to pay the above amount. Mr. Terra currently has 45 mobile homes in his court.

5. RCWD agreed to perform an engineering study to see if a less expensive system was possible, and also investigate a method of financing for the property owners. However,

RECEIVED
JUL 19 1974
Office of
Assistant State Highway Engineer
NOTED
H.G.COULTER

the prospects for this to succeed appear very questionable.

6. The Highway Division position remained unchanged from previous correspondence (no responsibility).

Despite the efforts of all parties, it appears we are no closer to a solution than before and there is a possibility that there will be further delays to the project if water service is disrupted.

GK/cw

cc Phil Preston
A. W. Bates

Copies to Scott Coulter
JB Boyd
Jack Sollis – Jack, discussed metods of District financing main extension with Gary Kennen. He will be intouch with District personnel soon.
Phil

#8046

35

Form 81.734-5030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 3, 1974

FROM:

SUBJECT: Bikeway Charges
Winston-Shady Section
Coos Bay-Roseburg Highway

TO: J. H. Versteeg
Road Design Engineer

1 V
2 T
cc Copy
K

In reviewing the subject project plans, the following items appear chargeable to the Bicycle/Footpath Program:

All P.C.C. and asphalt bikeway surfacing together with applicable grading, drainage and base items.

3.0 feet of sidewalk width on the Winston Overflow, South Umpqua River and S.P.R.R. structures. The remaining 5.0 feet of walks on these structures are deemed to be replacement in kind and therefore are not eligible for Bicycle/Footpath monies. 2 - 3'6" JH

Additionally, concrete curbs, catch basins, etc. in the city of Winston are not chargeable to the Program, as this is a city street section.

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

WHW:ko
cc C. G. Swenson
R. W. Ellison

REFERRED TO

Cole	Reed
Erikson	Semple
Heger	Watson W
Return ☐	Forward ☐
Discuss ☐	File ☐

BY FINAL DESIGN ENGINEER

#8046

35

REFERRED TO
Cole ____ Reed ____
Brison ____ Semple ____
Hager ____ Watson D.W.
Return ☐ Forward
Discuss ☐ File
BY FINAL DESIGN ENGINEER

FORM S-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 1, 1974

TO Vince Gallagher

FROM Specifications Unit

1 Versteeg JV
2 A. Olson
Trapin T
Scott
Swanson
R. Olson
Trout

RECEIVED
JUL 2 - 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

SUBJECT Schedule of Bid Items Chargeable to Bicycle Trails and/or Footpaths on the Winston-Shady Interchange Section of the Coos Bay-Roseburg & Dillard Highways

Letting Date: July 25, 1974

BID ITEM NO.	ITEM	QUANTITY
13	Embankment in Place	58,000 Cu. Yds.
14	Extra for Selected Topsoil Material	440 Cu. Yds.
15	Trench Excavation	300 Cu. Yds.
16	Finishing Roadbed and Slopes	10%
18	Watering	30 M-gal.
19	Soil Sterilization	800 Lbs.
27	Cl. "B" or Class "C" Asph. Conc. Mixture	2,000 Tons
30	Asphalt Cement in Mixture	130 Tons
35	8-inch Culvert Pipe	780 Lin. Ft.
36	12-inch Culvert Pipe	200 Lin. Ft.
37	18-inch Culvert Pipe	25 Lin. Ft.

cc: J. H. Versteeg

BID ITEM NO.	ITEM	QUANTITY
38	24-inch Culvert Pipe	80 Lin. Ft.
40	120-inch Culvert Pipe	20 Lin. Ft.
42	12-inch Sewer Pipe	35 Lin. Ft.
54	Bedding Material	30 Cu. Yds.
62	Concrete Inlets, Type CG-1	4 Only
64	Concrete Inlets, Type G-1 Modified	18 Only
65	Concrete Inlets, Type G-2MA	5 Only
79	42-inch Chain Link Fence	88 Lin. Ft.
80	Concrete Walks	5,100 Sq. Yds.
82	Concrete Curbs	300 Cu. Yds.
97	Roadside Seeding & Mulching	2 Acres
100	Structure Excavation	7 Cu. Yds.
103	Furnish HP 10 x 42 Steel Piling	111 Lin. Ft.
104	Drive Steel Piles	111 Lin. Ft.
105	Class "A" Concrete	3%
106	Reinforcement	3%
107	Reinforced Concrete Bridge End Panels	14 Sq. Yds.
108	Pedestrian Handrail	5 Lin. Ft.
111	Structure Excavation	18 Cu. Yds.
116	Class "A" Concrete	3%
117	Class "AA" Concrete	4%
121	Reinforcement	5%

BID ITEM NO.	ITEM	QUANTITY
123	Reinforced Concrete Bridge End Panels	14 Sq. Yds.
137	Class "A" Concrete	1%
140	Reinforcement	2%
141	Reinforced Concrete Bridge End Panels	19 Sq. Yds.

JD:fw

8046 6-19-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

AI. AID PROJECT NO.: RS-582(1)

STATE PROJECT NO.: Winston Section

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-11

COUNTY NAME: Douglas

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Oregon State Highway Division
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	June 18, 1974	Secondary Route 869	Secondary Route 235

RECEIVED
HIGHWAY ENGR
JUN 20 '74
REFER TO
Hein D.
FOR

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

6-21-74
original to L.W. Rubin

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-19-74	G. L. Green	Division Engineer

STOCKS OF FORM PR-1240 (REV. 6-68) ARE OBSOLETE

8046 6-19-74

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F.N. Rr-DP-29(23) & DP-RF-29(2

STATE PROJECT NO. Winston-Shady Interchange

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.

ITEM NO. RF-9 & EGC-542

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Oregon State Highway Division
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	June 5, 1974	Primary Route #14	Primary Route #35

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with railroad preparatory work as requested in Mr. Young's February 1, 1974 letter.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Railroad Preparatory Work
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

6-21-74
ongnal to L.W. Rulien

RECEIVED
JUN 2 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HWY ENGR
JUN 2074
REFER TO
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-19-74	[signature]	Division Engineer

2046

6-17-74

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-[illegible]-29(23) DP-RF-29(23)

STATE PROJECT NO.: Winston-Shady Section

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-9-EGC-542

COUNTY NAME: Douglas

PROGRAM STAGE (Check): ☐ 1. ☒ 8.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Oregon State Highway Division
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
June 18, 1974	June 18, 1974	Primary Route No. 14	Coos Bay - Roseburg Highway No. 35

GENERAL LOCATION:

Southwest of Roseburg, Oregon

GENERAL DESCRIPTION OF WORK: After concurrence in award you are authorized to proceed with railroad protective costs $30,000, On-the-Job Training $8,800, temporary erosion control $2520, temporary and permanent pavement striping by State forces $1540.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Railroad Protective costs $30,000
On-the-Job Training 8,800
Temporary Erosion Control 2,520
Temporary & Permanent Pavement Striping by State Forces 1,540

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's May 30, 1974 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

6-21-74
original & title sheet
to L.W. Rulien

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible] ENGR
JUN 20 74
REPLY TO
Attn:

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-19-74	[signature]	Division Engineer

[illegible] OF FORM FH-1240 (REV. [illegible])

8046

FORM S-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 13, 1974

TO J. X. Wilson, Regional Construction Engineer
Attention M. G. Havig, Regional Office Engr.

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 45078 - Hatcher
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

I am returning the Information sheets for Grant or Indenture of Access that was supplied with your letter of June 11, 1974.

It is my understanding that the State law is so written that an Access cannot be granted if the engineer considers that it will be detrimental to the safety of the Highway.

You may either deny it at the District or Regional level.

JRO:a
attachment
cc R. L. Schroeder
Armand Riveness

NOTED
R. L. SCHROEDER

RECEIVED
JUN 14 1974
Office of
Assistant State Highway Engineer

SECTION NUMBER 6-28

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-5-74

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

BY (Signature): L. H. YOUNG'S FEBRUARY 1, 1974 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 11 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
11	RS-582(1)	0.56	600,000	468,900	WINSTON SECTION DOUGLAS COUNTY STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT.

NOTED
E. S. HUNTER

6-5-74

8046

APPROVED
JUN 6 '74
REFER TO

REMARKS (Division)

6-7-74
original to L.W. Rubien

RECEIVED
JUN 6 1974
OFFICE OF
ASSISTANT STATE ...

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-5-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48 (Rev. 8-73)

GPO 915-830

February 1, 1974

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. H. Young
Office Engineer

SUBJECT: Program Data Submission
Project NS-582(1)

We are submitting program data for one Secondary Project, Item No. 11, Project No. NS-582(1), "Winston Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid act.

The work to be done under this project is to be accomplished under the same contract as Project RF-DF-29(23). It is our present intention to receive bids for this project on April 25, 1974.

Enclosed is a copy of the State Clearinghouse letter of approval dated March 31, 1970.

At the time of A-95 review District 6 Clearinghouse was not functioning. The Highway Division had been advised by the State Clearinghouse that they would not require a review by a district that did not have a functioning clearinghouse at the time of A-95 review.

The "Final Environmental Impact Statement" is being submitted as a separate action.

Enc.

JG:js

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

March 31, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

BEND E.C.L. - WARD ROAD SECTION, CENTRAL OREGON HIGHWAY
WINSTON-SHADY AND WINSTON SECTION, COOS BAY - ROSEBURG HIGHWAY

These projects have been referred to the appropriate state agencies for review. All have expressed approval, without particular comment.

We are pleased to add our approval.

Ed Westerdahl II

Edward G. Westerdahl, II

4-3-70
REFERRED TO
[illegible]
Asst. State Hwy. Engr.

RECEIVED
APR 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLAASE

RECEIVED
APR 2 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. N. CHASE

cc's
4-2-70

NOTED
R. W. ELLISON

Budget Bureau N

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

2-1-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (100) (200) — PROJECT LOCATION (45 typewriter spaces): SR 99 at Jct. SR 42 (Winston), S. 0.56 mi. 21 68

ADT — PRESENT: 6,500* — FUTURE: 8,350 — YEAR: 93 (66) (70) (71) (72)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave 20 52 — NATL. FOREST (63) (69) — FM ROUTE NO. (000) (00) — SUPV. DIST. (00) — DA CLASS. (00) — DA AREA (00) (72) (73) — EMERG. YR. (74) (75) — PL. AUTH YR. (76) (78)

PROJECT NUMBER — PREFIX LETTER (8): RS- 28 — NU 7 5

CARD 1 — CLASS OF FEDERAL FUNDS: Rural Secondary — NAME OF URBAN AREA 17-21

COUNTY NAME: Douglas

ROUTE NO. S — FEDERAL-AID: 869 (82) — STATE: 235 (90) (97)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER
	(10-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		SR 99 at Jct. SR 42 (Winston), S. 0.56 mi. to S. Umpqua River					
5					ROW							
5					CONST (CODE) 6204		"Winston Section"	0.56	600,000	468,900	131,100	
							PROJECT TOTALS	0.56	600,000	468,900	131,100	

(116) (23) (24) (99)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS: Additional Dat
Project Nos. F

* The DHV is 900 for this location.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

2-1-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (All Appropriate Agency)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
at Jct. SR 42 (Winston), S. 0.56 mi.			6,500*	8,350	93	10	Oregon	41	075	11

NATL. FOREST					EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
							RS-	582	(1)		

Rural Secondary

COUNTY NAME	CODE	ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Douglas	019	S	869	235	- -	1 OR X 2

TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		SR 99 at Jct. SR 42 (Winston), S. 0.56 mi. to S. Umpqua River						Gr., dr., H.T. pave a 72' curbed section with 4 - 12' lanes, 16' median & 4' shldrs Const. 5' conc. walks each side.
NST		"Winston Section"	0.56	600,000	468,900	131,100		ROW - 95' min.; Access Control - none; Parking restrictions-complete.
		PROJECT TOTALS	0.56	600,000	468,900	131,100		

AL DATES

REMARKS

* The DHV is 900 for this location.

Additional Data: Item Nos. P-95 & P-494; Project Nos. FI-78(14) & P-29(19), respectively.

--over--

USCOMM DUSC Comm-DC 40000-P61

WINSTON-SHADY INTERCHANGE SECTION

PROJECT NO. RS-582(1)

Existing Facility: 24-foot AC pavement with 9 foot shoulders.

Adjacent Sections:

North End - Coos Bay-Roseburg Highway (FAP-14)
South End - N. Dillard Br. over S. Umpqua Riv. (steel deck girder, L 504', HC - 30', H - 20 loading) and roadway same as described for existing facility.

Project Data: The work consists of grade, drain and high-type pave a 72-foot curbed facility providing four 12-foot traffic lanes with a 16-foot median and 4-foot paved shoulders, construction of 5-foot concrete walk each side, signing and other incidental work common to this type of project.

Exceptions to Minimum Standards: None

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Relocation Assistance Payments: Will be made by State as required.

A-95 Reviews:

a. State Clearinghouse --- Approval letter dated March 31, 1970.
b. District 6 Clearinghouse --- Not functioning at time of A-95 review.
(The Highway Division had been advised by the State Clearinghouse that they would not require a review by a district that did not have a functioning clearinghouse at time of A-95 review)

PPM 90-1 Requirements: Final Environmental Impact Statement is being submitted as a separate action.

Public Hearings: Corridor/design held October 28, 1969.

Location/Design Approval: Granted Jan
Division under the provisions of the S

NOTE: (1) The work under this projec
the same contract as Project RF-DP-29(
be known as "Winston-Shady Interchange

(2) On-the-job trainees, as se
7-2(2), on this project will be determ
number stipulated in the PS & E docume

(3) This project is in Congres

WINSTON-SHADY INTERCHANGE SECTION

PROJECT NO. RS-582(1)

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oos Bay-Roseburg Highway (FAP-14)
. Dillard Br. over S. Umpqua Riv. (steel deck
irder, L 504', MC - 30', H - 20 loading) and
oadway same as described for existing facility.

e work consists of grade, drain and high-type
rbed facility providing four 12-foot traffic
oot median and 4-foot paved shoulders, construc-
ncrete walk each side, signing and other inci-
n to this type of project.

ign Standards: None

ilroads, Airports, Water Developments, Historical
Areas: None involved.

ance Payments: Will be made by State as required.

earinghouse — Approval letter dated March 31, 1970.
t 6 Clearinghouse — Not functioning at time of
review.
ghway Division had been advised by the State Clearing-
that they would not require a review by a district
id not have a functioning clearinghouse at time of
eview)

ments: Final Environmental Impact Statement is being
eparate action.

Corridor/design held October 28, 1969.

Location/Design Approval: Granted January 18, 1971, by the Highway Division under the provisions of the Secondary Road Plan.

NOTE: (1) The work under this project is to be accomplished under the same contract as Project RF-DP-29(23). The overall contract will be known as "Winston-Shady Interchange Section".

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) This project is in Congressional District No. 4.

TRANSACTION NUMBERS 6-29 AND 6-30

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-5-74

BY (Signature): L.H. YOUNG'S FEBRUARY 1, 1974 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS ECONOMIC GROWTH CENTER

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 9 AND ~~XXXX~~ 542

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
9	RF-DP-29(23)	2.01	3,100,000	2,422,000	WINSTON-SHADY INTERCHANGE SECTION. DOUGLAS COUNTY STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGNALS & STRUCTURES.
542	DP-RF-29(23)	1.20	1,841,000	1,438,700	SAME	SAME

RECEIVED
JUN 6 1974
REGIONAL ENGINEER

JUN 6 '74
REFER TO
FOR

NOTED
E. S. HUNTER

REMARKS (Division)

6-7-74
original to L.W. Rubien

RECEIVED
JUN 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-5-74	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FH-AB (Rev. 8-71)

GPO 915-690

6-5-74

8046

8046

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 13, 1974

In reply refer to: 10-41-EC3

SUBJECT: FHWA-ORE-EIS-73-04F
Oregon Project RF-DP-29(23) & RS-582(1)
Winston-Shady Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject final environmental statement has been reviewed and accepted by the Office of the Secretary of Transportation, and CEQ was furnished the final environmental statement on April 30, 1974.

Please make copies of this final statement available as required by PPM 90-1.

The project can be advanced in the normal manner June 3, 1974.

G. L. Green

RECEIVED
MAY 14 1974
Office of Administrator, State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 14 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

May 8, 1974

The Honorable John R. Dellenback
United States Representative
1020 Longworth House Office Building
Washington, D. C. 20515

Dear John:

Enclosed are two copies of our proposed two-year construction schedule for Rural Primary Funds. The figures shown in the column headed "Total All Funds" are our construction estimate costs. It does not include right-of-way or preliminary engineering costs, which in some cases are substantial. For example, the right-of-way cost for the Winston-Shady Section exceeded $1,000,000.

These right-of-way and preliminary engineering costs are, of course, the reasen the Federal Aid share of Primary funds does not always equal the amount allocated to Oregon.

You will also note that certain projects are constructed with a combination of funds. The Winston-Shady Section includes work south of Winston on a Secondary highway. It also includes the Economic Growth funds available to Oregon.

Right-of-way and environmental problems often slow up a project and the schedule is therefore subject to changes.

A copy of the Coos Bay World editorial on your meeting there is enclosed.

If I can be of any further assistance, please let me know.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: G. M. Baldwin
A. E. Johnson
E. S. Hunter

FBKeImsures

Coos Bay World 4-25-74

'Bones' For SW Oregon

IF YOU listen to George Baldwin, head of the State Department of Transportation, building a new east-west route between the Port of Coos Bay and Interstate 5 will have to come under the heading of "Mission Impossible." But unlike the television drama of the same name, Baldwin sees no chance of success in the end.

Baldwin's gloomy remarks concerning a new east-west route came last week at what one observer called a gathering of "really high-powered officials." The Friday afternoon gathering was held to discuss east-west road transportation and how to make it better.

Indeed, there were high-powered officials, including Baldwin (Oregon's king of the roads); his sidekick Fred Klaboe, administrator of the highway division; Glen Green, division engineer with the federal highway administration; and Congressman John Dellenback, who got everyone together so he could "get the facts."

The facts, according to Baldwin, are these: to build a new four-lane route would cost an estimated $325 million, to build a two-lane high speed route would cost around $130 million, and no new road would begin for about 20 to 25 years. These so-called facts are fast and firm in Baldwin's mind.

THE OTHER half of Oregon's two-man road show spoke up regarding Highway 42. Said Klaboe, "We have been making a strong effort to improve this highway." That was translated as $30 million spent to improve the highway over the last 10 or 12 years. Simple math shows about $3 million a year on this vital link from I-5 to the coastal Highway 101, with some 30-36 miles still to go before the road is safe and brought up to "standard."

Baldwin admitted there is no projection for completion of Highway 42. We can assume there are years ahead of us before the road is safe for passenger travel, let alone adequate for commercial traffic. (And the beat goes on.)

Klaboe pointed out some $6-7 million is being spent on the highway this year, according to plans, between Roseburg and Winston, and another $6 million is planned for next year at the Misty Creek section. The latter expenditure is not firm, however. Beyond these two projects, nothing is scheduled yet.

THERE WERE several unknowns or uncertainties remaining at the Friday talks, but one item was put to rest. Those $110 million Mt. Hood funds that many (including Gov. Tom McCall) thought might be transferable to an east-west project are not. It had been reported, you may remember, that McCall asked Baldwin to suggest alternative projects on which the Mt. Hood funds could be spent after the freeway proposal ran into Multnomah County opposition. Baldwin explained Friday such a transfer to our area is impossible, since interstate funds are not applicable to non-interstate projects, such as the east-west route. So what was thought to be fact is fantasy. (And the beat goes on.)

After adroitly establishing their defense, Baldwin and Klaboe attempted for a moment to switch to an offensive punch. Said Baldwin, with a bit of "boy oh boy, look at this" in his voice: "It seems strange to me that in the highway improvement allocations submitted by the Coos-Curry Councils of Governments, there are not more funds for 38 and 42. Your local CCCOG has only one job (Coquille bypass) on the list."

Baldwin was referring to CCCOG's recent prior-

RECEIVED
STATE HWY ENGR
MAY 6 74
REFER TO
FOR

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Baldwin was referring to CCCOG's recent priority proposals for SW Oregon, for which a skinny total of $7.3 million was allocated, this area's share of $150 million bond money authorized by the last legislature.

Pat Dugan, CCCOG, punched a hole in Baldwin's offense with a sensible reply. East-West has always been our overall need, and our highways, including 101, connect in some way to an east-west route, Dugan noted. He further pointed out the Coos-Curry group was obliged to look at the overall structure of SW Oregon's road system, and to appy for any real needed changes on Highway 42 would have taken considerable amounts of the $7.3 million.

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STATE HWY ENGR
MAY 6 74
REFER TO
FOR
Info

WE WOULD put it another way. You throw starving dogs a bone and they are going to fight over it, with none of them getting any real nourishment.

This is the feeling by many concerned people of our area: that the highway offices in Salem have been throwing too many small bones for too long to this area. The bones may be wrapped in elaborate explanations, but they are bones nevertheless. Cal Heckard of the East-West Highway Committee put it this way: "Som[illegible] the state's formulas and criteria bas[illegible]als are never applied to our needs he[illegible]

TWO-YEAR
CONSTRUCTION PROGRAM
RURAL PRIMARY FUNDS

Route No.	Hwy. Name	Section	Length	Work	Total All Funds
		FISCAL YEAR 1974			
*ORE99	Pacific West	Airport Rd.-Belt Line Rd. (St. Match $142,300)	1.88	G-P	$ 649,
* US30	Columbia River	Longview Intchge. Sec. (St. Match $11,300)	-	Illum.	51,
*ORE11	Ore.-Wash.	Milton-Freewater-Wash. State Line (St. Match $1,003,100)	4.90	G-P-Strs.	4,580,
*US101	Oregon Coast	Pleasant Valley-Green Timber Rd. (St. Match $383,000)	3.15	G-P	1,748,
US26	Mt. Hood	Boring Road Interchange (St. Match $15,500)	-	Rdsd.Impr.	70,
*ORE47	Tualatin Valley	Forest Grove Sec. (Urban $604,000, Rural Pr. $557,400, State Match $325,500)	2.51	G-Strs.	1,486,
ORE42	Coos Bay-Roseburg	Winston-Shady (Rural Sec. $593,600, EGC $1,437,800, Rural Pr. $3,396,600, State Match $1,522,000)	2.70	G-P-Strs.	6,950,
				Subtotal	$15,537,
		FISCAL YEAR 1975			
US97	Dalles-Calif.	Cow Canyon Safety Rest Area (State Match $50,400)	-	G-P-Bldg.	$ 230,
US101	Oregon Coast	Main St. & 3rd St. (Tillamook), (State Match $59,100)	-	G-P	270,
ORE47	Tualatin Valley	Forest Grove, (Urban $467,000, Rural Pri. $431,100, State Match $251,900)	2.60	P-Sign	1,150,
US20	Corvallis-Newport	Blodgett-Gellatly Smt., (State Match $328,500)	2.10	G-P.Str.	1,500,
US20	Corvallis-Newport	Philomath-Corvallis Bikeway (Urban $91,400, Rural Pri. $182,000, State Match $76,600)	3.60	G-P	350,
ORE42	Coos Bay-Roseburg	Slater Cr.-Mystic Cr. (State Match $1,357,800)	5.20	G-P	6,200,
US26	Sunset	Rock Creek (State Match $246,400)	1.80	G-P-Str.	1,125,
US26	Sunset	Wolfe Creek (State Match $352,600)	1.50	G-P	1,610,
US26	Sunset	Timber Jct. (State Match $245,300)	1.40	G-P-Str.	1,120,
ORE126	Florence-Eugene	Noti-Veneta, E. Unit. (State Match $613,200)	4.90	G-P-Sign	2,800,
				Subtotal	$16,355,
				Grand Total	$31,892,

Work Code

G - Grading
P - Paving
Str - Structure

*Contracts Awarded
#Multiple Funds

5-8-74

TWO-YEAR
CONSTRUCTION PROGRAM
RURAL PRIMARY FUNDS

Section	Length	Work	Total All Funds	Fed. Aid Rural Primary Funds
FISCAL YEAR 1974				
Airport Rd.-Belt Line Rd. (St. Match $142,300)	1.88	G-P	$ 649,600	$ 507,300
Longview Intchge. Sec. (St. Match $11,300)	-	Illum.	51,500	40,200
Milton-Freewater-Wash. State Line (St. Match $1,003,100)	4.90	G-P-Strs.	4,580,200	3,577,100
Pleasant Valley-Green Timber Rd. (St. Match $383,000)	3.15	G-P	1,748,800	1,365,800
Boring Road Interchange (St. Match $15,500)	-	Rdsd.Impr.	70,600	55,100
Forest Grove Sec. (Urban $604,000, Rural Pr. $557,400, State Match $325,500)	2.51	G-Strs.	1,486,900	557,400 #
Winston-Shady (Rural Sec. $593,600, EGC $1,437,800, Rural Pr. $3,396,600, State Match $1,522,000)	2.70	G-P-Strs.	6,950,000	3,396,600 #
		Subtotal	$15,537,600	$ 9,499,500
FISCAL YEAR 1975				
Cow Canyon Safety Rest Area (State Match $50,400)	-	G-P-Bldg.	$ 230,000	$ 179,600
Main St. & 3rd St. (Tillamook), (State Match $59,100)	-	G-P	270,000	210,900
Forest Grove, (Urban $467,000, Rural Pri. $431,100, State Match $251,900)	2.60	P-Sign	1,150,000	431,100 #
Blodgett-Gallatly Smt., (State Match $328,500)	2.10	G-P.Str.	1,500,000	1,171,500
Philomath-Corvallis Bikeway (Urban $91,400, Rural Pri. $182,000, State Match $76,600)	3.60	G-P	350,000	182,000 #
Slater Cr.-Mystic Cr. (State Match $1,357,800)	5.20	G-P	6,200,000	4,842,200
Rock Creek (State Match $246,400)	1.80	G-P-Str.	1,125,000	878,600
Wolfe Creek (State Match $352,600)	1.50	G-P	1,610,000	1,257,400
Timber Jct. (State Match $245,300)	1.40	G-P-Str.	1,120,000	874,700
Noti-Veneta, E. Unit. (State Match $613,200)	4.90	G-P-Sign	2,800,000	2,186,800
		Subtotal	$16,355,000	$12,214,800
		Grand Total	$31,892,600	$21,714,300

Work Code

G - Grading
P - Paving
Str - Structure

8046

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 7, 1974

RECEIVED
MAY 8 1974
Office of
Assistant State Highway Engineer

Mr. James Herbison
City Administrator
City of Winston
Winston, OR 97496

Additional Sewer Work
City of Winston
Winston-Shady Interchange Section
Dillard Highway
Douglas County

Dear Sir:

Our letter dated October 11, 1973 authorized you to proceed with the relocation of your 15-inch sanitary sewer at an estimated cost of $7,633. As the work progressed, it was discovered that in order to properly connect the new sewer to the present sewer system, an additional 240-ft. of 15-inch sewer line must be constructed. This is estimated to cost $6,600. This will confirm our verbal authorization to proceed with the additional work effective April 26, 1974.

Reimbursement for the additional work will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. Your bill may include the work authorized in our October 11, 1973 letter as well as this work. The bill must follow as closely as possible the order of items set forth in your estimate.

The original beginning date and the date of completion of all of the work as well as reference to both letters by subject and date should be clearly shown on the bill.

NOTED
H.S. COULTER

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

cc: Mr. Robert L. Ackaret, Mgr.
Delta

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher w/att.
V. E. Skoog w/att.
Alfred Shirley, Jr. (2) w/att.
A. W. Bates w/att.
Jack McCormick w/att.
Gary Kennen w/att.

FORM 61.724.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 24, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: V. D. Wolfe
Location Engineer

SUBJECT: Letter from Harrison R. Winston re Past and Potential Flooding of property
Winston-Shady Section
Coos Bay-Roseburg Highway

Since the subject project has not yet reached the construction stage, I am forwarding Mr. Winston's letter to you for response.

The area discussed is immediately south of the So. Umpqua River crossing on the left or upstream side. If I recall correctly, there have been several studies made of the past flooding and the effect of the four-lane construction on future floods.

Since legal action, possibly in the form of inverse condemnation, is implied, I suggest that any response be run past or through our legal beagles.

NOTED
E. S. HUNTER

CTK:fr

Att.

cc: E. S. Hunter (w/att.)
H. S. Coulter

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HARRISON R. WINSTON
ATTORNEY AT LAW
310 PACIFIC BUILDING
ROSEBURG, OREGON 97470

Rouling
1 Keavy K RECEIVED 3 Scofield
2 Bond Glenn
Jackmond APR 23 1974 Berg
Harwood
Johnson CONSTRUCTION
Walker SECTION

TELEPHONES:
OFFICE: 673-4418
HOME: 679-8868

April 22, 1974

Oregon State Highway Commission
Division of Highway Construction
Salem, Oregon 97301

RE: Proposed Highway Construction, Roseburg to Dillard, Oregon

Gentlemen:

Please be advised that I own considerable property in the Winston Section Area of Oregon which is an area approximately one (1) mile North and a little South of the present Highway 38, formerly Highway 99, as it proceeds from the freeway. In order to reach my property and much other property we turn South from the South end of what is known as the Green-Winston bridge. Proceeding from this Winston bridge South towards the City of Winston, the old highway crosses a flat area and intersects what was the old original Highway 99 at or near a cement bridge and culvert at a point approximately near the North boundary of the City of Winston, Oregon.

When the present highway running across the flat area South of the Winston bridge described aforesaid was constructed, my Father, known as Harry Winston, and others in the area, were of the opinion that construction of this highway would result in flooding of all of their property lying to the East and Northerly from the highway project. The reason being is that the flat area covers what is almost certain to have been the old overflow channel for the South Umpqua River at flood time.

Prior to the construction of the present highway now designated 38 and formerly designated 99, floods affected the property lying East very little, but after the construction of Highway 38 or Highway 99 as it now exists, floods have seriously damaged property I now own and property formerly owned by my Father, Clay Smith, Louis Fullerton and other large landowners lying to the East whenever a flood occurs, caused by the highway acting as a damm and diverting water Eastward rather than Northward as it would have flowed in its

normal water course prior to the construction of the present highway. There is only one culvert at or near the small cement bridge at the intersection of the old old Highway 99 and the present Highway 99 and this is inadequate to take off the flood waters in any serious flood, and the result is that the water leaves the channel as dammed up by Highway 99 and flows Eastward to a considerable depth over and across properties presently owned by Louis Fullerton, Harrison R. Winston and many other property owners in the Winston Section Area.

For example, in the recent flood my house which lies just off of the old old Highway 99 was completely surrounded by waters flowing Eastward from the location I am describing into the South Umpqua River which runs along my North boundary. There would be no flooding whatsoever if the present Highway 99 did not exist across the flat area since the flooding is caused by the backing up of water.

This has been a very serious problem for many years and whether or not the Oregon State Highway Commission is aware of it, I do not know, and this is the purpose of this letter, to file a protest to any highway construction across this flat area that would continue to back up flood waters through the flat area onto our properties as it has been doing for many years. I am sure that any investigation of this matter will verify the facts that I am relating to you. It would appear to me that because of the continued maintenance of the present Highway 99 in its present condition by the Oregon State Highway Commission really, in effect, amounts to an inverse condemnation of our properties since we have suffered greatly in money damages ever since the construction of the present existing Highway 99.

Consequently, this writer is protesting the new construction contemplated by way of a 4-lane highway through this area unless the new construction will alleviate the present existing condition caused by the existence of the present Highway 99 by providing sufficient culverts or a sufficient bridge across this area so that in flood times the flood waters coming from the South Umpqua area in the vicinity of Dillard will not back up against the highway and cause damage as it has for many years to my property, the property of Louis Fullerton, including his Pepsi-Cola plant, and considerable number of properties and dwelling houses lying along and near the present Highway 99 and including Orchard Trailer Park. All of these properties are damaged by backing up of water from the present Highway 99 in flood times.

This writer would appreciate being advised as to whether or not the engineering plans and specifications for any proposed highway construction through this area being described is such that a construction of the highway will not cause a damming effect as presently exists by the present Highway 99.

Very truly yours,

HARRISON R. WINSTON

HRW/slc

cc/ Oregon State Highway Commission
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Louis Fullerton
Star Route
Winston, Oregon 97496

Orchard Trailer Park
Star Route
Winston, Oregon 97496

7002

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Final Environmental Impact Statement
FHWA-OR-EIS-73-04F
Winston-Shady
Oregon Project RF-29(-)

DATE: April 8, 1974

In reply refer to: 10-41-EC3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Enclosed is a copy of the title sheet for the subject statement with copy of Page 25 as corrected by our Regional office. The statement has been signed by the FHWA Regional Administrator, but is still subject to approval by TEU in our Washington office. An "official" signed copy of the title sheet will be sent to you upon receipt of the Washington office approval.

G. L. Green

Enclosure

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
APR 9'74
REFER TO
FOR
Ind | ives | R/D | D/R | Sum | Dist | File

Copies to Fuller
Rahm
4-11-74

NOTED
R. L. SCHROEDER

"Official Copy

FHWA-OR-EIS-73-04-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared By

OREGON STATE HIGHWAY DIVISION

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

WINSTON-SHADY INTERCHANGE SECTION

COOS BAY-ROSEBURG HIGHWAY

DOUGLAS COUNTY, OREGON

The proposed project, 3.8 miles long. passes through the city of Winston in Douglas County and provides for four 12-foot travel lanes; a 16-foot median; curbs; 4-foot shoulders and 5-foot sidewalks; an 8-foot bicycle lane and 10-foot shoulders (outside of Winston only); revision of three intersections; installation of a 3-phase traffic signal; and installation of a 5-phase signal.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(c)
PUBLIC LAW 91-190

1/15/74
Date

R. J. Schroeder
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

MAR 28 1974
Date

Region Administrator

Approximately 44 acres of land, involving 130 parcels, have been required for right-of-way in this project. Of this land, 30 acres are presently used for agriculture, 5 acres for open space, 5 acres for residential use, and 2-1/2 acres for commercial use. The remaining acreage necessary for the right-of-way is used as industrial, public, and vacant land. As of December 5, 1972, approximately 90 percent of the property acquisition had been completed. The remaining parcels are in the process of being acquired.

Design approval by the Federal Highway Administration was given May 1, 1970, and all phases of right-of-way acquisition were authorized January 28, 1971.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Impact on the Natural Environment

Habitat

Approximately 20 acres of land will be permanently lost as habitat for vegetation and wildlife, and another 24 acres will be temporarily lost until vegetation becomes reestablished. The bulk of the land to be cleared is presently covered by weeds and volunteer grasses, and mixed hardwoods border the South Umpqua River and the Roberts Creek overflow channel. The temporary loss of habitat is not especially critical to most of the species residing in or frequenting the area; however, the permanent loss of habitat will undoubtedly reduce the numbers of some species.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 19, 1974

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Cusack:

Compliance with FHWA Interim
Air Quality Guidelines (PPM 90-7)

The air quality sections of environmental impact statements to the following proposed highway improvements have been reevaluated for adequacy and consistency with approved State pollution control plans:

Winston-Shady Interchange Section
Battle Creek-Talbot Road Section
Forest Grove Bypass Section

It has been determined that the above highway improvements will not have a significant impact on air quality, that air quality studies conducted on them are wholly adequate, and that the proposed improvements are consistent with the State pollution control plans.

Your early concurrence is respectfully requested.

Very truly yours,

ES Hunter for
R. L. Schroeder
Assistant State Highway Engineer

I CONCUR: 2-20-74

Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Copy to K. Miller
2-22-74

NOTED
RECEIVED R. L. SCHROEDER
FEB 22 1974

RECEIVED
FEB 21 1974
OREGON DIVISION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8046

February 1, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. RF-DP-29(23)

We are submitting program data for one jointly financed Rural Primary-Economic Growth Center Project No. RF-DP-29(23), Item No. 9 (Rural Primary) and Item No. 542 (Economic Growth Center), "Winston-Shady Interchange Section", which we desire to have included in the Federal-aid Rural Primary and Economic Growth Center Highway Programs.

The work to be done under this project is to be accomplished under the same contract as Project RS-582(1). It is our present intention to receive bids for this project on April 25, 1974.

Enclosed is a copy of the State Clearinghouse letter of approval dated March 31, 1970.

At the time of A-95 review District 6 Clearinghouse was not functioning. The Highway Division had been advised by the State Clearinghouse that they would not require a review by a district that did not have a functioning clearinghouse at the time of A-95 reviews.

We also request your authorization, concurrent with program approval, to proceed with the preparatory work by the Southern Pacific Transportation Company required for the railroad facility adjustments and installations.

The "Final Environmental Impact Statement" is being submitted as a separate action.

Enc.

JG:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-61)

2-1-74

Budget Bureau No. 41

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD															
2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 42 at Glen Hart Ave. (Winston), NE 3.21 mi.	ADT	PRESENT: 8,800	FUTURE: 15,800	YEAR: 93	REGION: 10	STATE NAME: Oregon							
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, Signals, 3 Brs.	NATL. FOREST	FH ROUTE NO.	SURV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S): RF-DP-	NUMBER: 29					
4	CLASS OF FEDERAL FUNDS: Rural Primary	NAME OF URBAN AREA	COUNTY NAME: Douglas	ROUTE NO. P	FEDERAL-AID: 14	STATE: 35									

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		SR 42 at Glen Hart Ave. (Winston), NE 3.21 mi.					
5					ROW							
5					CONST (CODE)		"Winston-Shady Intchge. Section"	(3.21)	(4,941,000)	(3,860,700)		
								2.01	3,100,000	2,422,000	678,000	
							PROJECT TOTALS	2.01	3,100,000	2,422,000	678,000	

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 494 & 516; Project Nos. F-29(19) & F-29(22) respectively. This project is jointly financed using Rural Primary and funds. The overall length of the project is 3.21 miles and is split be RF & DP funds on the basis of percentage of DP funds available.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-1-74

PROJECT LOCATION (Use typewriter spaces)

SR 42 at Glen Hart Ave. (Winston), NE 3.21 mi.

ADT	PRESENT	FUTURE	YEAR
	8,800	15,800	93

REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
10	Oregon	41	073	9

FUNDS: Rural Primary

T. Pave, Signals, 3 Brs.

NATL. FOREST	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) RF-DP- | NUMBER 29 | SEQ. NO. (23)

T. Projects Only: POST MI. | DESIG.

COUNTY NAME: Douglas | CODE 019

ROUTE NO. P | FEDERAL-AID 14 | STATE 35 | U.S. - -

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 42 at Glen Hart Ave. (Winston), NE 3.21 mi.						Gr., dr., 4-12' lanes H.T. pave. with 16' median & 4' (approx. 0.62 mi. of curbed sec. in Winston) to 10' shldrs. Const. 5' conc. walks ea. side in town of Winston & 8' bikeway on N. side outside of town. Inst. traffic signals & const. 3 brs. (L 1042) RR protective service required. ROW - 90' min.; Access control - none within Winston & partial outside; Parking restrictions- complete within Winston & none outside. RR adj. required incl. prep. work.
ROW								
CONST (CODE)		"Winston-Shady Intchge. Section"	(3.21)	(4,941,000)	(3,860,700)			
			2.01	3,100,000	2,422,000	678,000		
		PROJECT TOTALS	2.01	3,100,000	2,422,000	678,000		

ESTIMATED PROJECT COST BY PHASES

ED BY

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 494 & 516; Project Nos. F-29(19) & F-29(22), respectively. This project is jointly financed using Rural Primary and EGC funds. The overall length of the project is 3.21 miles and is split between RF & DP funds on the basis of percentage of DP funds available.

USCOMM-BUREAU-OC 49900-P61

WINSTON-SHADY INTERCHANGE SECTION

PROJECT NO. RF-DP-29(23)

REMARKS: continued

Project Data: The work consists of grading and draining four 12-foot lanes high-type pavement with 16-foot median and 4-foot (approximately 0.69 mile of curbed section in town of Winston) to 10-foot shoulders. Construct 5-foot concrete walk each side in town of Winston and an 8-foot bikeway along northerly side outside of town. Install traffic signals, signing and other incidental work common to this type of project. Construct 3 bridges as tabulated below under "Structures". RR protective service required.

Roadway: Type Code 6204; asphalt concrete pavement with portland cement treated base.

Structures:

MP	Description	Type Code	Est. Cost
0.00	Southerly end of project.		
0.95	Winston O'flow str.; Br. No. 1986A; Hwy. over waterway; reinf. conc. slab span; L. 110'; HC 88'; 8' bikeway on downstream side.	X020	$ 238,000
1.28	S. Umpqua Riv. (Winston Br.); Br. No. 1923A; Hwy. over waterway; prestressed conc. beam; L. 562'; HC 40'; 8' bikeway on downstream side (NOTE: extg. br. to carry N. bound traffic lanes).	X081	917,000
2.81	Shady O'xing SPRR; Br. No. 2173A; Hwy. over waterway & RR; prestressed conc. deck girder; L. 370'; HC 86'; 8' bikeway on N. side.	X381	728,000
	Total Est. Cost		$1,883,000

Utilities Adjustment: Programmed un

PPM 90-1 Requirements: Final Enviro being submitted as a separate action

Railroad Costs:

Protective service - - - - - - -
Signal and Communication lines
Total

NOTE: (1) The work under this proj under the same contract as Project F DP-RF-29(23). The overall contract Shady Interchange Section".

(2) On-the-job trainees, as interim 7-2(2), on this project will stage and the number stipulated in t

(3) This project is in Congr

WINSTON-SHADY INTERCHANGE SECTION

PROJECT NO. RF-DP-29(23)

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: The work consists of grading and draining four 12-foot
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curbed section in town of Winston) to 10-foot shoulders.
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ed base.

Description	Type Code	Est. Cost
herly end of project.		
ton O'flow str.; Br. No. 1986A; Hwy. waterway; reinf. conc. slab span; 10'; HC 88'; 8' bikeway on downstream	X020	$ 238,000
mpqua Riv. (Winston Br.); Br. No. 1A; Hwy. over waterway; prestressed c. beam; L. 562'; HC 40'; 8' bike- on downstream side (NOTE: extg. to carry N. bound traffic lanes).	X081	917,000
ty O'xing SPRR; Br. No. 2173A; Hwy. r waterway & RR; prestressed conc. deck der; L. 370'; HC 86'; 8' bikeway on side.	X381	728,000
Total Est. Cost		$1,883,000

Utilities Adjustment: Programmed under project F-29(22).

PPM 90-1 Requirements: Final Environmental Impact Statement is being submitted as a separate action.

Railroad Costs:

Protective service - - - - - - - - - - - - - - -	$27,000
Signal and Communication lines adjustment- - -	10,000
Total Est. Cost	$37,000

NOTE: (1) The work under this project is to be accomplished under the same contract as Project RS-582(1) and Project DP-RF-29(23). The overall contract will be known as "Winston-Shady Interchange Section".

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) This project is in Congressional District No. 4.

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

2-1-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 42 at Glen Hart Ave. (Winston), NE 3.21 mi.	ADT	PRESENT: 8,800	FUTURE: 15,800	YEAR: 93	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, Traf. Sig. 3 Brs.	NATL. FOREST	FN ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S): DP - RF-	NUMBER: 29	
CARD 4	CLASS OF FEDERAL FUNDS: EGC						COUNTY NAME: Douglas				
	NAME OF URBAN AREA						ROUTE NO. P	FEDERAL-AID: 14	STATE: 35	U.S.: - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1							SR 42 at Glen Hart Ave. in Winston, NE 3.21 mi.					
5					PE							
5					ROW							
5					CONST (CODE)		"Winston-Shady Intchge. Section"	(3.21)	(4,941,000)	(3,860,700)		
								1.20	1,841,000	1,438,700	402,300	
							PROJECT TOTALS	1.20	1,841,000	1,438,700	402,300	

CARD 1 CODE 1 — PREPARED BY

CARD 1 CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 494 & 516; Project Nos. F-29(19) & F-29(22), res
This project is jointly financed using Rural Primary and EGC funds. The ov
of the project is 3.21 miles and is split between RF & DP funds on the basis
of DP funds available.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM FR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-1-74

PROJECT LOCATION	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
R 42 at Glen Hart Ave. (Winston), NE 3.21 mi.	ADT	8,800	15,800	93	10	Oregon	41	106	542

NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	X Projects Only POST MI.	DESIG.
ave, Traf. Sig. 3 Brs.			DP - RF-	29	(23)		

EGC

COUNTY NAME: Douglas — CODE: 019

ROUTE NO.: P — FEDERAL-AID: 14 — STATE: 35 — U.S.: - -

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 42 at Glen Hart Ave. in Winston, NE 3.21 mi.						Gr,dr, 4-12' lanes HT pave w/16' median & 4' (approx. 0.62 mi. of curbed sec. in Winston) to 10' shldrs. Const. 5' conc. walks ea. side in town of Winston & 8' bikeway on N side outside of town. Inst. traffic signals & const. 3 brs. (L 1042'). RR protective serv. required. ROW - 90' min.; Access control - none within Winston & partial outside; Parking restrictions- complete within Winston & none outside. RR adj. required incl. prep. work.
ROW								
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			1.20	1,841,000	1,438,700	402,300		
		PROJECT TOTALS	1.20	1,841,000	1,438,700	402,300		

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 494 & 516; Project Nos. F-29(19) & F-29(22), respectively. This project is jointly financed using Rural Primary and EGC funds. The overall length of the project is 3.21 miles and is split between RF & DP funds on the basis of percentage of DP funds available.

-over-

USCOMM DUSCOMM-DC 48808-P61

WINSTON-SHADY INTERCHANGE SECTION

PROJECT NO. DP-RF-29(23)

REMARKS: continued

Project Data: The work consists of grading and draining four 12-foot lanes high-type pavement with 16-foot median and 4-foot (approximately 0.69 mile of curbed section in town of Winston) to 10-foot shoulders. Construct 5-foot concrete walk each side in town of Winston and an 8-foot bikeway along northerly side outside of town. Install traffic signals, signing and other incidental work common to this type of project. Construct 3 bridges as tabulated below under "Structures". RR protective service required.

Roadway: Type Code 6204; asphalt concrete pavement with portland cement treated base.

Structures:

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0.00	Southerly end of project.		
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	Total Est. Cost		$1,883,000

Utilities Adjustment: Programmed unc

PPM 90-1 Requirements: Final Enviror being submitted as a separate action.

Railroad Costs:

Protective service - - - - - - -
Signal and Communication lines
Total

NOTE: (1) The work under this proj under the same contract as Project R RF-DP-29(23). The overall contract Shady Interchange Section".

(2) On-the-job trainees, as interim 7-2(2), on this project will stage and the number stipulated in t

(3) This project is in Congr

WINSTON-SHADY INTERCHANGE SECTION

PROJECT NO. DP-RF-29(23)

...nued

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Utilities Adjustment: Programmed under project F-29(22).

PPM 90-1 Requirements: Final Environmental Impact Statement is being submitted as a separate action.

Railroad Costs:

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Signal and Communication lines adjustment- - -	10,000
Total Est. Cost	$37,000

NOTE: (1) The work under this project is to be accomplished under the same contract as Project RS-582(1) and Project RF-DP-29(23). The overall contract will be known as "Winston-Shady Interchange Section".

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) This project is in Congressional District No. 4.

8045

January 31, 1974

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Final Environmental Impact Statement
Number FHWA-OR-EIS-73-04-F
Winston-Shady Intchge. Section
Project RF-29(-)
Coos Bay-Roseburg Hwy., Douglas Co.

In compliance with PPM 90-1, we are submitting eighteen copies of a Final Environmental Impact Statement, Number FHWA-OR-EIS-73-04-F, dated January 15, 1974, relative to the proposed highway project on the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County.

We request a copy of the signed statement be returned to the Highway Division to complete our records.

Enc.

RNC:dg

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
H. S. Cox
Gary Potter
R. N. Chase
B. L. Gifford

FHWA-OR-EIS-73-04-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared By

OREGON STATE HIGHWAY DIVISION

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

WINSTON-SHADY INTERCHANGE SECTION

COOS BAY-ROSEBURG HIGHWAY

DOUGLAS COUNTY, OREGON

The proposed project, 3.8 miles long. passes through the city of Winston in Douglas County and provides for four 12-foot travel lanes; a 16-foot median; curbs; 4-foot shoulders and 5-foot sidewalks; an 8-foot bicycle lane and 10-foot shoulders (outside of Winston only); revision of three intersections; installation of a 3-phase traffic signal; and installation of a 5-phase signal.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(c)
PUBLIC LAW 91-190

1/15/74
Date

R. J. Schroeder
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

Date

Region Administrator

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Summary of
FINAL ENVIRONMENTAL IMPACT STATEMENT
[Pursuant to Section 102(2)(c), P.L. 91-190]

Prepared By
OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

WINSTON-SHADY INTERCHANGE SECTION

COOS BAY-ROSEBURG HIGHWAY

DOUGLAS COUNTY, OREGON

1. This project is advanced by administrative action of the Oregon State Highway Division in cooperation with the Federal Highway Administration.

2. The purpose of the proposed project is to expand the existing facility from a two-lane to a four-lane highway to accommodate and facilitate increased local and east-west traffic to and from Interstate 5.

The proposed 3.6-mile project begins approximately at the Shady Interchange of Interstate 5, passes through Winston in Douglas County, and terminates at the South Umpqua River. The proposal calls for four twelve-foot travel lanes, a sixteen-foot median, curbs, four-foot shoulders and five-foot sidewalks (in Winston only), an eight-foot bicycle lane and ten-foot shoulders (outside of Winston),

the revision of three intersections, installation of a three-phase signal, and installation of a five-phase signal.

3. Summary of Environmental Impacts:

a. Twenty acres of habitat for flora and fauna will be permanently lost, and 24 acres will be temporarily lost.

b. Possible "wet" mining of bars in the South Umpqua River to obtain project construction materials may result in some temporary turbidity and the loss of fish habitat through siltation of spawning gravels.

c. The visual quality of downtown Winston will be noticeably affected during and after construction.

d. Local businesses may be adversely affected during construction, but should benefit economically as a result of roadway and associated improvements.

e. A total of 31 structures, including 13 residential dwelling units and 12 commercial units, either have been or will be modified or removed.

f. Sixteen families composed of 48 individuals have been displaced and relocated.

g. Forty-four acres of land comprised of 130 parcels will be converted from agricultural, open space, residential, commercial and other land uses, to transportation land.

h. Taxable land will be lost from the tax rolls, certain land will increase in value, and certain land will be converted from a lower to a higher tax-yielding use.

i. Present ambient noise levels exceed state and federal standards, as do predicted noise levels for the no-build alternative. The build alternative will increase noise levels only slightly.

j. A 50 percent increase in carbon monoxide emissions is expected in the project area by 1992. This increase will not pose any threat to health, and ambient concentrations of automotive pollutants are expected to be below national standards.

4. Alternatives: (a) an entirely new 7.0-mile corridor from Olalla Creek on Highway 42 to Clark's Branch Road, bypassing Winston to the north; (b) a 7.9-mile improvement of Highway 42 from Olalla Creek to Douglas High School, thence bypassing Winston, and linking with the bypass corridor noted above; (c) a 7.9-mile improvement to the existing Highways 42 and 99, passing through Winston to Clark's Branch Road; and (d) leaving the facilities as they are.

5. a. Agencies and groups from which comments on the draft environmental statement were solicited:

Department of Housing and Urban Development
Executive Department, Local Government Relations
Division
Umpqua Regional Council of Governments
Douglas County
Douglas County Planning Commission
Department of Environmental Quality
U.S. Department of Agriculture
( ) Soil Conservation Service
( ) U.S. Forest Service
U.S. Department of Interior
National Parks Service
Bureau of Sport Fisheries and Wildlife
U.S. Environmental Protection Agency
Corps of Engineers
Oregon Environmental Council
National Parks Service
Winston City

b. Agencies that commented on the draft (copies of comments attached):

U.S. Coast Guard	May 10, 1973
South Umpqua Regional Council of Governments	May 17, 1973
Office of the Governor	May 18, 1973
Soil Conservation Service. . . .	May 22, 1973
U.S. Environmental Protection Agency.	May 24, 1973
Office of the Assistant Secretary of Commerce.	May 31, 1973
U.S. Department of the Interior.	June 15, 1973
Sierra Club, Pacific NW Chapter, Columbia Group. . . .	June 27, 1973

6. a. Date draft statement made available to CEQ and the public: April 26, 1973.

b. Date of this final environmental impact statement:

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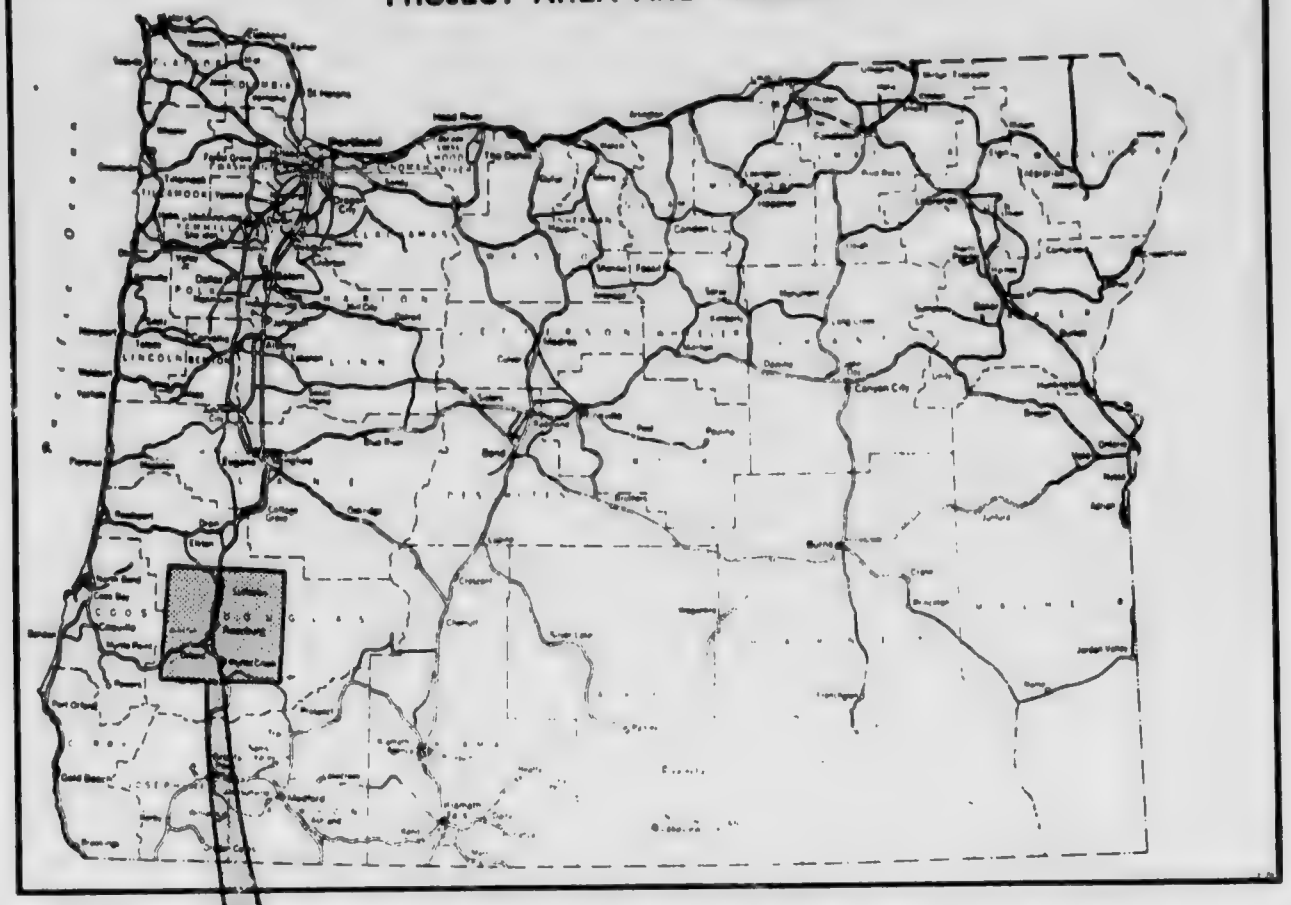
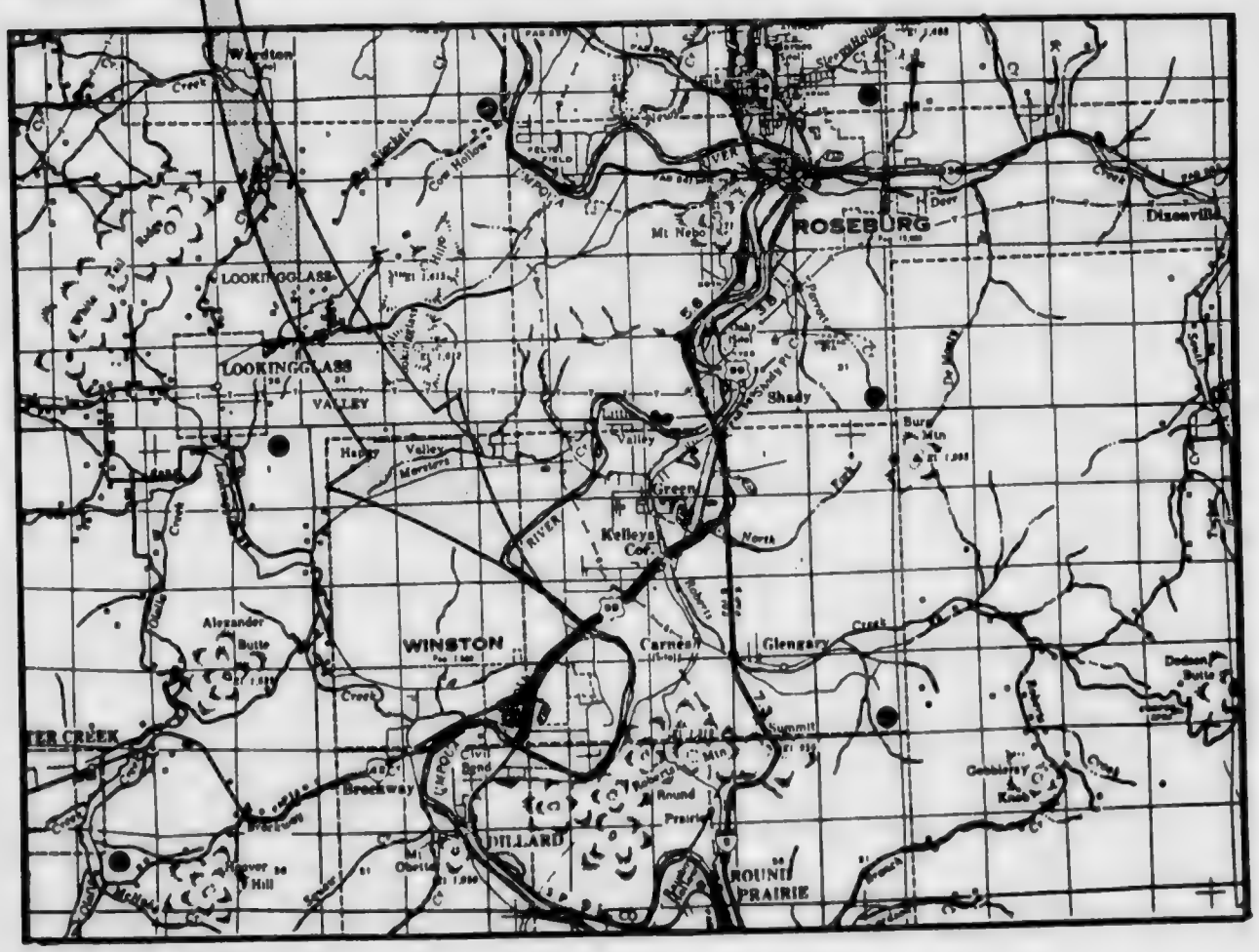
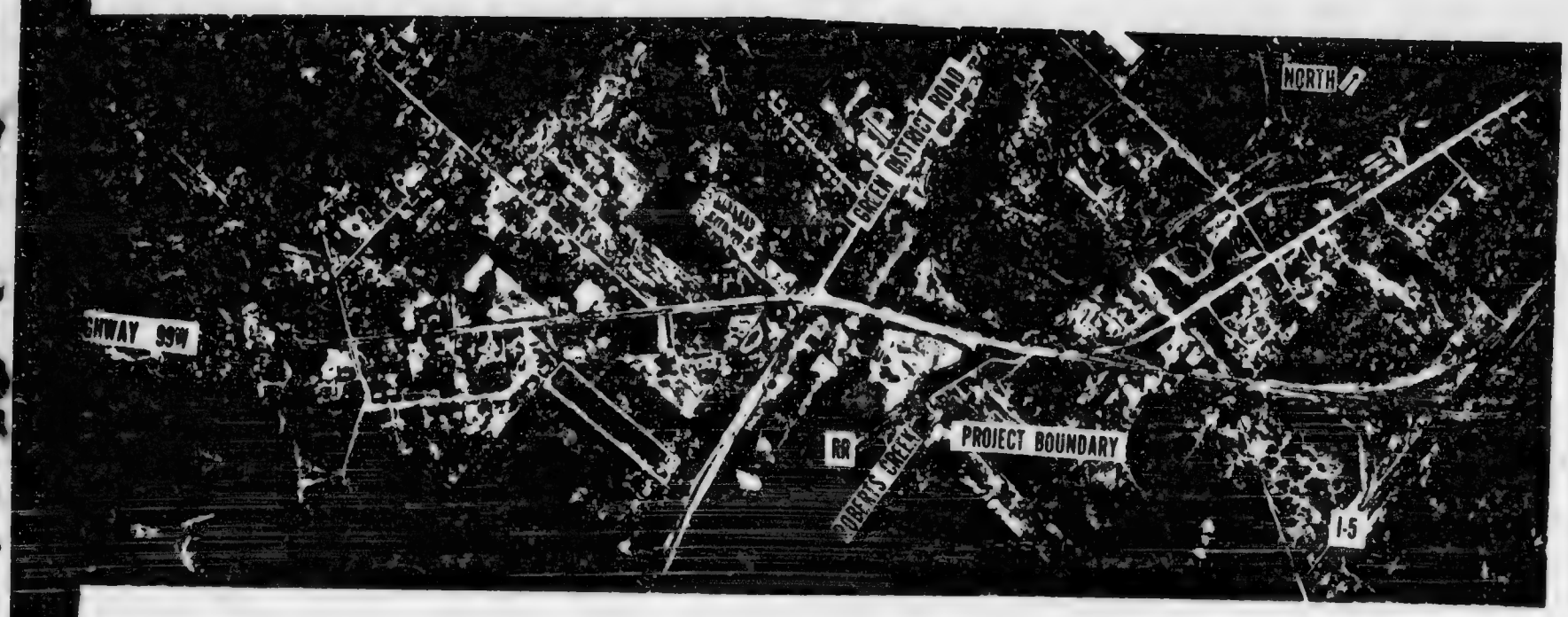
PROJECT AREA AND PROJECT





SOUTH SIMPQUA RIVER
WINSTON
PROJECT BOUNDARY
HIGHWAY 42
SOUTH SIMPQUA RIVER

HIGHWAY 99W
SOUTH UMPQUA RIVER
RR
JOE'S CREEK
PROJECT BOUNDA
GREEN DISTRICT ROAD


NORTH
GREEN DISTRICT ROAD
HIGHWAY 99W
RR
PROJECT BOUNDARY
I-5

WINSTON-SHADY SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

Proposed Project

The Coos Bay-Roseburg Highway is a major east-west arterial connecting the Coos Bay area to Interstate 5 near Roseburg, Oregon. The Winston-Shady Section of the Coos Bay-Roseburg Highway is a heavily-traveled arterial about 3.8 miles in length. The primary function of this section is to provide access to through traffic to and from the Pacific Coast, and to accommodate local travel demands.

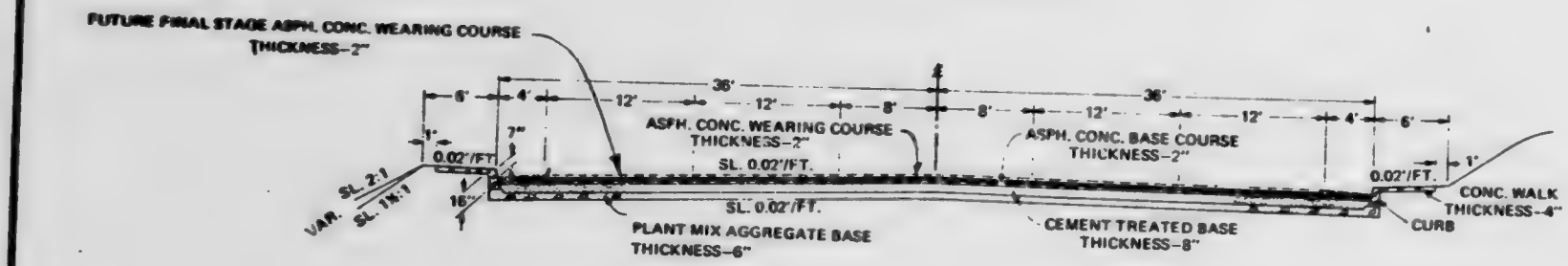
The purpose of the project is to expand the existing highway from two to four lanes to facilitate increased local and through traffic and to increase safety.

The proposed project will provide an arterial highway with intersections at-grade, with direct access to abutting property within Winston, and partial control of access along the rural portions of the highway.

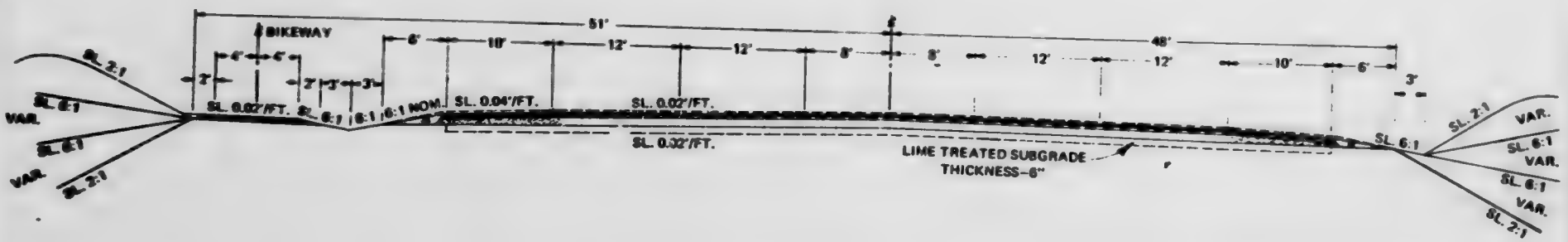
The westerly terminus of this project is located on the Coos Bay-Roseburg Highway (State Highway 42) at the Glenhart Street intersection in Winston, and the northeasterly terminus about 200 feet northeast of the Grant Smith Road intersection on US Highway 99. Also included in the project is a section of US Highway 99 (Dillard Highway), from the South Umpqua River Bridge on the south to the State Highway 42 intersection on the north.

TYPICAL SECTIONS

CITY OF WINSTON



DOUGLAS COUNTY



The highway facility proposed for Winston will consist of four twelve-foot travel lanes, a sixteen-foot median, four-foot shoulders, curbs, and five-foot sidewalks. In the county portion, the project will have the same characteristics as in the city, but will not include curbs and sidewalks and four-foot shoulders on either side of the highway. Instead, the facility outside of Winston will have an eight-foot bicycle lane on the north side, and ten-foot shoulders. Also proposed is a three-phase traffic signal and an island in the throat of the Highway 42 intersection.

Within the city limits of Winston, from Thompson Avenue to Lookingglass Road (about 4,300 feet), the right-of-way averages about 90 feet in width. From Lookingglass Road, which approximates the north city limits, to the end of the project at Grant Smith Road, the right-of-way widens to an average width of about 200 feet.

The highway capacity from the Shady Interchange to the north city limits of Winston has been designed for 17,400 average daily traffic (ADT) at a level of service "B" (stable flow with no unreasonable delays). From the Winston north city limits to the South Umpqua River, the design capacity is 23,500 ADT at level of service "C" (stable flow with operating speed reduced because of traffic volume).

The average daily traffic projected for the project by 1992 is 15,500 trips. The heavy trucks are estimated at 7.5 percent of that number. Assuming that the project is completed sometime in 1975, the anticipated average daily traffic two years after will be 10,300 trips.

PLATE 1. WINSTON LOOKING SOUTH ON U.S. HIGHWAY 99.

Existing Facility

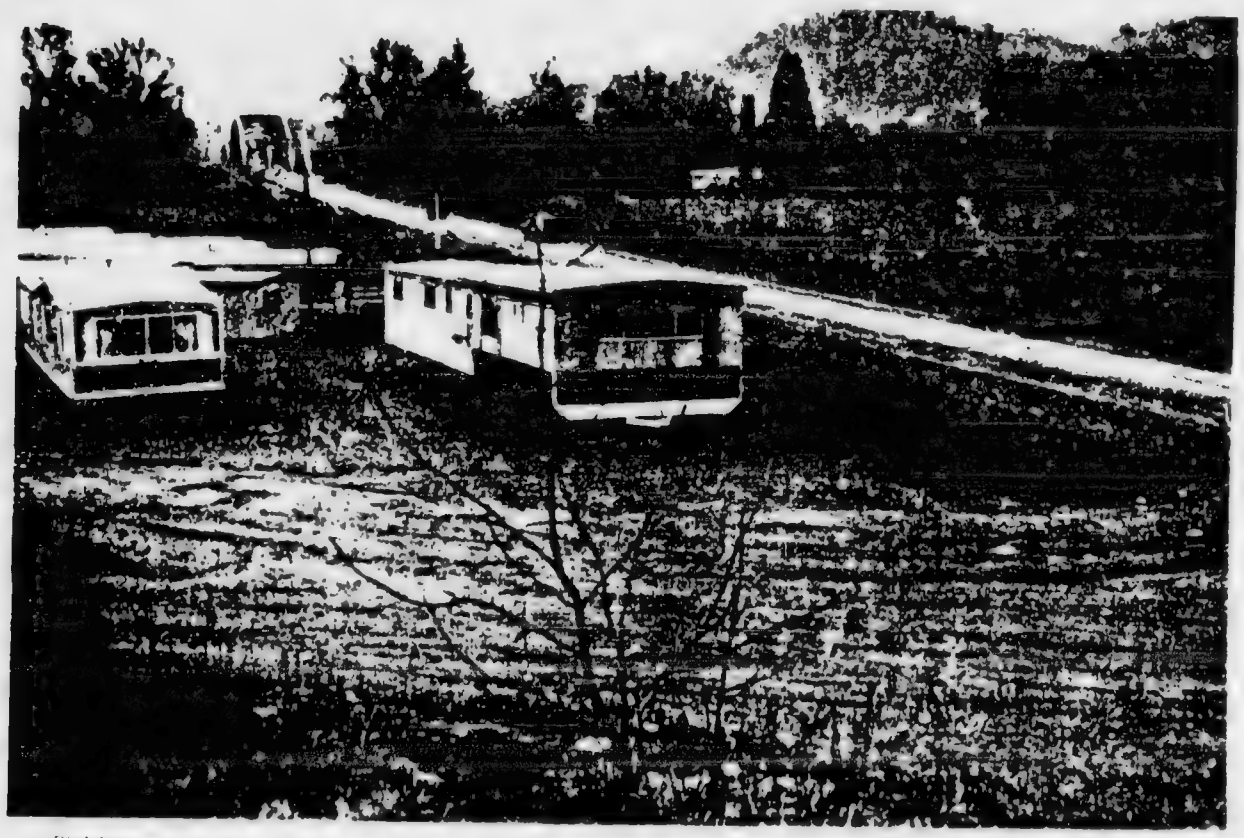
The typical section of the existing facility consists of two lanes, eleven-feet wide, with five-foot shoulders. There is a median lane which accommodates left-turning vehicles at the intersection of Highway 42 and Highway 99.

The existing facility has four bridges. The major one spans the South Umpqua River northeast of Winston. One of the remaining bridges spans Roberts Creek and the Southern Pacific Railroad line, and the other two span two overflow channels.

There is direct access to property abutting the facility. Crossings are at-grade, there are private driveway connections, and access to businesses in downtown Winston is open. There is either signing or signaling at most intersections.

The facility is a major highway arterial which principally serves local (Winston-Dillard-Roseburg) traffic, and secondly, through traffic traveling to the coast on Highway 42 and to the lumber mills south of Winston on Highway 99. In 1971, traffic was heaviest (9,300 ADT) just north of the Highway 42 intersection on Highway 99. At the west city limits of Winston on Highway 42, the traffic count was considerably lighter (3,150 ADT). Traffic on the Dillard Highway at about the south city limits of Winston was also considerably lighter (5,400 ADT). This pattern of traffic indicates a greater local than through traffic demand.

The present average daily traffic (ADT) for the existing facility from Highway 42 north of Winston to the Shady Interchange is 8,600. The design capacity for the existing facility is 5,000 vehicles



per day at level of service "B" (stable flow, operating speeds 50 to 55 miles per hour) with a possible capacity of 9,900 vehicles per day at service level "D" (unstable flow [maximum volumes attainable for short periods] operating speeds 35 mph). A greater number of vehicles would create a forced traffic flow with some stop-and-go periods, and operating speeds of less than 35 miles per hour.

The present traffic volume, 8,600 vehicles per day, is operating at level of service "C" (stable flow with operating speed reduced because of traffic volume). Operating speeds are 40 to 50 miles per hour in the rural section, dropping to 30 to 35 miles per hour through Winston. A 1992 projected traffic volume of 15,500 vehicles per day for the section extending from the junction of Highways 99 and 42 to the Shady Interchange would create an unacceptable level of service. The design capacity of the proposed facility is 23,500 vehicles per day at level of service "C," which will adequately handle traffic beyond the twenty-year design period.

Conformance of Project with City, County, and Regional Plans

The proposed project is entirely in conformance with the Winston City Comprehensive 1972 Plan and the Douglas County Arterial Roadways Plan of 1969, which designate the Winston-Shady Interchange Section as an "A" arterial (through route). Arterial routes classified "A" are defined as those most vital to the county. They form the major network which links up all populated areas and form the most direct connection with exterior centers of interest. They include the state primary and secondary systems plus the North and South Umpqua Highways. On the arterial roadways plan map, the Winston-Shady Section has been designed as a four-lane highway.

PLATE 5 — WINSTON-SALEM SOUTHBOUND, HIGHWAY 52 TO HIGHWAY 52 JUNCTION.

PLATE 7. U.S. HIGHWAY [illegible] AT [illegible] CREEK DISTRICT ROAD INTERSECTION (KELLEYS [illegible])

The Douglas County General Development Plan of 1972 designates the Winston-Shady Interchange Section as a "B" arterial (four-lane collector route). Routes classified as such are defined as those routes which provide permanent access to forest areas. They form routes of major access through the countryside lying between the "A" routes. Some of the routes form supplemental, long-distance travel routes to "A" routes. These are significant routes for the wood products industries and also for the growing tourist and recreation industry.

The Roseburg-Winston Area Transportation Study: 1986 Transportation Plan, Interim Report (1970), designates the Winston-Shady Interchange Section as a four-lane principal arterial. A "principal arterial" is defined as a facility with limited access, such as a freeway or expressway, but it is possible to have a principal arterial with little access control, as in the central business district. The function of the principal arterial is to serve through traffic primarily, with only incidental service to adjacent land.

In all of the above planning reports, the Winston-Shady Interchange Section is designated as a four-lane arterial highway, which indicates that the project is in conformance with the area's accepted land-use and transportation plans.

On October 28, 1969, a combination corridor/design hearing was held in the Winston Community Hall, in accordance with the Federal Highway Administration's Policy and Procedure Memorandum 20-8 ("Public Hearings and Location Approval"). Approximately 200 persons attended this meeting, and three major areas of concern were expressed.

The first concern was flood control. The possibility of increased flood hazard due to highway structures spanning Roberts Creek and the South Umpqua River was the concern most frequently expressed at the meeting. One hundred fifty persons signed petitions requesting larger and more adequate openings in any new construction and immediate clearing of existing culverts and bridge openings. Several people asked specifically about the length of the bridge and the level of the new highways.

Potential flood hazards have been taken into account by the responsible highway design engineers, and structures and drainage systems that would have any effect on flood control are being designed so that there will be no increase in flood danger due to highway construction.

The second concern: replacement of parking in front of businesses. Fifteen individuals and city officials at the meeting disapproved of the removal of parking on the east side of the highway and felt that downtown businesses would be adversely affected. The proposed highway design within the city limits of Winston calls for a four-lane curbed street section with a sixteen-foot median and four-foot shoulders. No parking is to be provided within the city limits, either on Highway 99 or on Highway 42.

Concern three: traffic control signals. Petitions were signed by 24 persons requesting traffic control signals at Kelley's Corner and at the Winston-Shady Interchange. Improvements planned for the project are to replace the existing two-phase traffic signal at Kelley's Corner with a five-phase signal and to install a three-phase signal at the intersection of Highway 99 and Highway 42.

In addition to the above concerns, a request was made by the City of Winston to include sidewalks in the contract, and to extend the project to Thompson Avenue. The Highway Division has complied with this request.

Status and History of Proposal

The project is in its advanced stages of development. The combination corridor-design hearing has been held, final designs for roadway and structures have been completed, construction agreements have been executed, and relocation and clearing of buildings and utilities are virtually complete.

A number of significant events, outlined below, prepared for advancement of this project:

1. May 5, 1967. In a letter from C. J. Brady, President of the Winston Chamber of Commerce, to Jason Boe, State Representative from Douglas County, concern was expressed over the condition of the highway from Winston north to the freeway.

2. October 28, 1969. A combination corridor-design hearing was held in the Winston Community Hall, with approximately 200 persons in attendance. (For a summary of that hearing, see pages 10 and 11.)

3. February 26, 1970. A notice of intent to apply for Federal assistance was submitted by the Highway Division to the Executive Department for the Winston-Shady and Winston Sections, which were designated as a Federal-Aid Primary Project. No significant comments were received.

4. April 13, 1970. State and District Clearinghouse approval was given to the project.

5. May 1, 1970. Design approval was given by the Federal Highway Administration.

6. June 2, 1970. The corridor and design resolution Number 378 covering the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County was adopted by the Oregon State Highway Commission.

7. January 28, 1971. The Federal Highway Administration authorized the Oregon State Highway Division under stage 1 provisions to proceed with all phases of right-of-way acquisition, including incidental costs and relocation payments.

8. September 24, 1971. The Winston City Planning Commission voted unanimously to recommend that the City Council accept the State Highway Division's plans as presented on improvements to the Coos Bay-Roseburg Highway.

9. April 26, 1973. The draft environmental impact statement was made available to CEQ and the public.

10. May 17, 1973. The Umpqua Regional Council of Governments, in response to circulation of the draft environmental impact statement, approved the project without comment.

11. May 18, 1973. The Office of the Governor, after circulation of the draft environmental impact statement, authorized the use of their letter as evidence that the Oregon State Highway Division had complied with section 102(2)(c) of the National Environmental Policy Act of 1969, and OMB A-95 (Revised). Comments from the Fish Commission of Oregon were included.

12. August 21, 1973. Authority to alter the Southern Pacific Railroad overcorssing near the northerly end of the project section was granted by the Public Utilities Commissioner.

It is estimated that construction of the proposed project will start sometime between November 1973 and March 1974. The duration of construction is estimated at twenty to twenty-four months.

EXISTING ENVIRONMENTAL SETTING

Corridor Characteristics

Physical Features

The project alignment is located in the South Umpqua River Basin, and crosses the river about one-half mile northeast of the north city limits of Winston. Roberts Creek and the Southern Pacific Railroad are also crossed by one bridge alignment.

The topography along the highway alignment is low, rolling bench-land, but for lands between the north city limits of Winston and the eastern terminus of the project (near Interstate 5), which is a flat, well-developed flood plain.

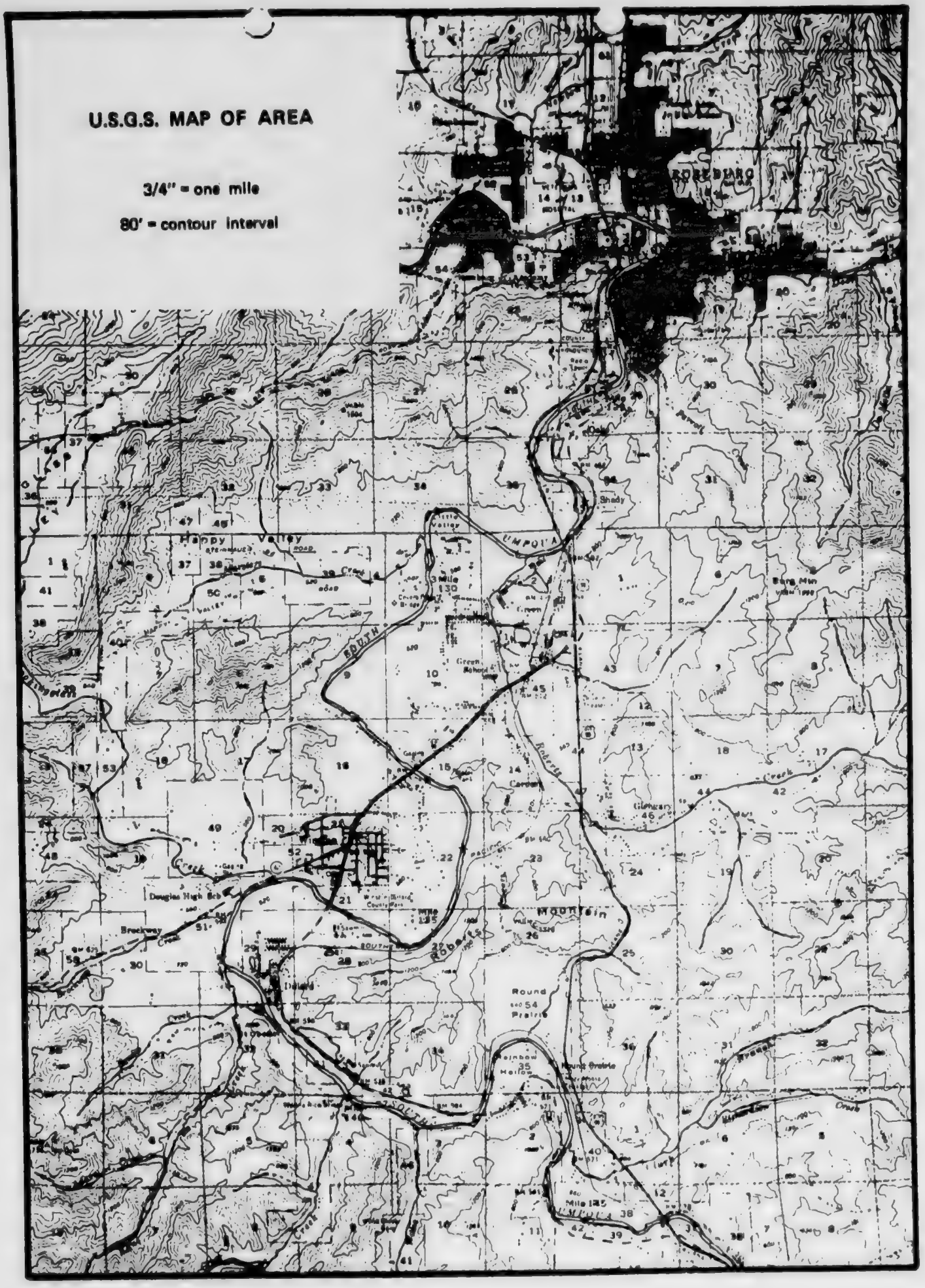
The project area is underlain by a formation composed of submarine basalts, thin-bedded silt stones, and metamorphic rocks. Rock outcrops are sparse along the proposed alignment and are found only in existing road cuts and isolated small rock knobs. Alluvium deposits, composed of silts and pebbly sand with lenses of gravel, cover much of the area.

The typical soils in the Winston area are silty clays. These soils show a predominance of fine-grained material, which makes them very unstable. The silt particles absorb water readily, are fairly impervious, and are difficult to compact. Silt material may make the soil highly susceptible to frost heaving, because most of the water in the soil is retained in pore spaces of the fine material. Clay-sized particles often present drainage problems; because of their small pore size, they absorb moisture very slowly, and then dry very slowly. Some clay materials are also subject to large volume changes. They swell with an increase in moisture content and shrink with a decrease in moisture content.

U.S.G.S. MAP OF AREA

3/4" = one mile

80' = contour interval



The climate of the region is generally classified as Mediterranean, for it is located on the extreme fringe of this climatic region. However, there is some climatic fluctuation from year to year because of the proximity of this area to the west coast marine climatic type to the north. The average annual precipitation is about 32 inches. The temperature during the coldest month averages about 32°F, and in the warmest month the temperature averages below 75°F.

The natural vegetation in the area, and in the project corridor, consists primarily of alder-willow brush, weedy grasslands, and mixed hardwoods. The remaining vegetation consists primarily of orchard trees and pasture grasses.

The alder-willow brush zones occur within the high-water channel of the Umpqua River on semi-stable gravel-cobble bars. These bars lie within the river channel proper and are subject to frequent flooding and alteration; hence, they do not support mature vegetation. The associated understory in this zone consists of forbs, brushes, and sedges. The zone is excellent for game birds, small-sized to medium-sized mammals, and song birds. A variety of species use the gravel bars in the South Umpqua River for resting areas, but not for nesting or for permanent homes. Waterfowl which use these bars are primarily wood duck, blue heron, killdeer, and willets. River otter, beaver, mink, and other river mammals also use the bars. The main habitat for the above species are brushy areas along the riverbanks. During a field investigation of the area, pheasants, valley quail, and other fowl were also observed, and evidence of raccoon and deer was found.

Zones of mixed hardwood forests, varying in width from 50 to 200 feet, border the South Umpqua River, Roberts Creek, and an abandoned channel

of the creek. The overstory is predominantly of Oregon white oak, with some black cottonwood. The middlestory consists of common chokecherry and Oregon ash, while the understory is of red huckleberry, sweetbrier rose, wild blackberry, and other species.

The zones of mixed hardwoods are very important to wildlife as a buffer screen between human activities and the alder-willow habitat, and supply a displacement habitat when the alder-willow zones are flooded. The hardwood zones also provide excellent escape cover for game and discreet travel routes for wildlife moving between nearby hills and lowlands. Evidence of valley quail, brush rabbits, coyote, deer, beaver, hawks, and other species was observed in the mixed hardwood zones.

Resident and migrant species -- approximately 48 mammal, and 39 bird -- use the various vegetative habitats of the project area throughout the year. There are at least 79 species of birds which inhabit or migrate through the area during given times of the year. Also commonly found are 13 species of amphibian and 14 species of reptile.

The South Umpqua River is confined to the single main channel with a high-elevation floodplain area. Because high velocities are prevalent in the main channel during flood periods, there is commonly considerable debris in the water, such as branches and logs.

The South Umpqua River has large annual variations of flow (about an eight-fold increase over the summer flow during 1968). During summer months, most of the main channel is dry, exposing extensive beds of clean and well-rounded gravel. Many of these beds are used by County and State agencies, as well as by private concerns, as a source of construction material, even though they lie below the high-water line.

Roberts Creek flows northerly into the South Umpqua River. Stream flow varies tremendously on a seasonal basis (from zero to over 90 cubic feet per second). In the vicinity of the construction zone, the channel is deeply cut into the floodplain.

The Umpqua River is one of the major coastal rivers of Oregon, annually producing large numbers of spring and fall chinook, coho salmon, summer and winter steelhead trout, both anadromous and resident cutthroat trout, rainbow trout, and locally, brook and brown trout (see Table 1). In addition, shad spawn in the study area in early summer, while sturgeon and striped bass spawn in the lower reaches of the river.

Summer steelhead do not spawn in the South Umpqua River, and spring chinook are far less numerous in this branch than in the North Umpqua. These two species of fish are very vulnerable to low-water periods, since they, as well as resident fish, must find suitable conditions in the river and survive until flow increases in the fall.

In the event that the Days Creek Lake project as proposed by the Corps of Engineers becomes a reality, these periods of low streamflow can be minimized and the stream improved as a fishery resource.

Warm-water fish are also found in the study area; these include brown and yellow bullhead, skulpins, suckers, chub, and squawfish, which find suitable habitat in many of the tributaries and in slack water shallows of the main stem.

TABLE 1. ESTIMATED NUMBER OF ADULT ANADROMOUS SALMONIDS SPAWNING IN UMPQUA BASIN RIVER SYSTEMS (1972)*

Stream System	Chinook Spring	Chinook Fall	Coho	Steelhead Winter	Steelhead Summer	Sea-run Cutthroat
Smith River	0	1,000	5,000	10,000	0	10,000
Umpqua River (total)	0	2,200	15,000	10,500	0	8,000
Elk Creek	0	200	3,500	4,000	0	2,800
Calapooya Creek	0	0	2,000	2,500	0	1,500
North Umpqua River (total)	12,000	300	1,000	9,500	12,000	2,000
Little River	0	0	550	1,000	225	200
Rock Creek	500	0	0	1,100	225	200
Steamboat Creek	100	0	40	500	2,060	300
South Umpqua River (total)	600	1,500	4,000	10,000	0	10,000
Myrtle Creek	0	0	750	1,000	0	1,500
Lockingglass Creek	0	0	300	600	0	800
Cow Creek	0	300	1,450	4,050	0	1,000
Basin Totals	12,600	5,000	25,000	40,000	12,000	30,000

*Estimates by Oregon State Game Commission. These estimates include hatchery contributions.

TABLE 2. NUMBER OF STREAMS USED BY ANADROMOUS FISH, STREAMS WITH GAME COMMISSION FLOW RECOMMENDATIONS TO SUPPORT FISH LIFE, AND STREAMS WITH STATE WATER RESOURCES BOARD PROGRAMS FOR FISH LIFE IN THE UMPQUA BASIN

River System	Streams Used by Anadromous Fish*	Streams with OSGC Flow Recommendations	Streams with SWRB Programs for Fish Life as of January 1972
Smith River	36	18	3
Umpqua River	39	29	2
N. Fk. Umpqua	25	23	1
S. Fk. Umpqua	39	39	2
Totals	139	109	8

*Includes only streams with known anadromous fish use.

The most critical factor limiting fish production in this basin is the summer water supply (OSGC, 1972). July through October are the months of critically low natural flows, and the South Umpqua River is especially critical in this regard. The low-flow problem is aggravated by extensive water withdrawals. Some adverse effects on aquatic biota caused by low water are listed below:

1. The aquatic area is greatly reduced, as is depth.
2. Fish must concentrate in the remaining waters.
3. Susceptibility to parasites and diseases is frequently increased.
4. There is less space producing food.
5. The amount of warm-water shallows increases; these areas are most suitable for warm-water species and undesirable species.

6. Water temperatures are higher. Oxygen saturation occurs at lower oxygen levels, yet the rate of use tends to increase for cold-blooded species.

7. Pollutants added to the river are diluted less rapidly. Their effects may be localized, but high concentrations are more likely to occur than when water remains high; these problems affect Roseburg, for instance, where streams receive both municipal and industrial effluents (OSGC, 1972).

Siltation of spawning beds and areas of food production is also a problem in the Umpqua Basin. Natural sources of silt are always present, but human activities tend to accelerate the erosive process. Road construction, logging, and wet mining are three human activities which are especially conducive to increasing siltation in natural drainages. Heavy deposits of silt are more likely to settle on spawning beds and areas of food production when stream flows are low; however, siltation can often be most effectively prevented when waters are at their low point.

Cultural Features

The project is within an area which is predominantly agricultural or rural in character rather than urban. The alignment follows the existing right-of-way through Winston. Through the county it deviates somewhat to the north from the South Umpqua River to Kelley's Corner, the junction of Clark's Branch Road (Carnes Road) with Highway 99, and again joins the existing right-of-way to the end of the project. About 25 percent of the project is located in Winston, the remaining 75 percent outside of Winston in Douglas County.

In 1972, the population of Winston was estimated to be about 2,650. The Bureau of the Census in 1960 and in 1970 reported a population of approximately 2,400 and 2,600, respectively. As evidenced by the above figures, recent population growth in Winston has not been rapid. The present combined population of the Winston-Dillard area is about 3,400. Planners for the Winston-Dillard area, on the basis of recent trends and present activities, project the population to be about 11,700 by 1992, and for Winston alone it is projected to be 7,800. If the above projections hold true, the rate of growth in population from 1972 to 1992 in the Winston-Dillard area would be 162%. This represents an average annual rate of growth of 6.37%. Population counts for the county portion of the project area are not readily derived from Bureau of the Census statistics, and therefore are not listed.

The existing land use along the project right-of-way within the city is primarily commercial (retail and service activity), with some residential land. In the county, the existing land fronting the project is primarily a mixture of agricultural (orchards and pasture) and residential land. Residential development is presently in progress in the county, and will more than likely continue. The area is zoned for residential use.

On a county-wide basis, and according to Douglas County Planning Commission criteria, 43 percent of the housing is substandard (dilapidated or deteriorated). A comparison of housing statewide shows that Douglas County has a greater proportion of substandard housing units than do other counties.

In 1970, the Bureau of the Census reported that the median price asked for housing units for sale in all of Douglas County was $11,600, and

in rural areas it was $10,800. The median rent per unit was $65, and in rural areas it was $63. In Winston, the median value of the housing unit was $10,100 and the median contract rent was $67 per month.

There are no employment data on occupation readily available from the Bureau of the Census or other sources on the project area. There are, however, data available for Douglas County as a whole, which can be used to some degree to represent the project study area.

Douglas County was reported as having 33.6 percent of its workers employed in manufacturing, of which 26.3 percent were employed in the manufacture of furniture, lumber, and wood products. These percentages are considerably higher than those for the state, which had 21.4 percent of its employed reported in all manufacturing, and 8.3 percent in manufacturing of furniture, lumber, and wood products.

Major employment centers in the project area are 3 lumber mills and a plywood manufacturer, all located on or near Highway 99 from the Shady Interchange to the Roseburg Lumber Company, four and one-half miles south. Together they have over 3,000 full-time employees. Other centers of employment would be downtown Winston, and possibly Roseburg.

According to investigations conducted in 1969, land values in the downtown business district of Winston had maintained a nearly constant level despite the pressures resulting from economic recession. Many business vacancies did exist, and undeveloped land designated for commercial use was available.

Land values north of Winston and south of Kelley's Corner had remained relatively stable, and available undeveloped and undivided land,

as well as home sites available for improvement, were lower in value than in similar areas in Roseburg. From Kelley's Corner at Green District Road eastward, property values were reported as increasing because of the development of an industrial park in Green. Much of the land is zoned for industrial use, but limited site preparation has been accomplished to date.

Residential construction increased from 1963 through 1969, as can be inferred from building permit records for Winston. During this interim of seven years, building permit applications were made for 45 residential units valued at $441,000. Since 1969, however, increased residential building activity has occurred. From 1970 to November, 1972, 56 permits were issued, valued at $862,940. This increased building activity would seem to indicate greater demand for the residential property and a consequent increase in property values.

There is also increased building and development activity occurring and being planned in the project area outside of Winston. For example, there is a parcel of land comprised of 2,300 acres located immediately north of the city limits of Winston, which is in the early stages of development, and for which future plans have been made. Since June of 1972, a tract of about 600 acres has been undergoing development as an exotic wildlife park called World Wildlife Safari. Approximately 200 animals from around the world have been imported to the park. An additional 100 to 300 animals, a 100 to 150 unit motel, and 75 to 100 camping spaces are planned for the park. Since the middle of September, 1972, the time at which it was opened to the public, the wildlife park has had approximately 30,000 visitors. In addition to the wildlife area itself, 900 acres have been earmarked for open space, 450 acres for an 18-hole golf course, and 350 acres for residential land with low-density, medium-density, and high-density residential units.

Approximately 44 acres of land, involving 130 parcels, have been required for right-of-way in this project. Of this land, 30 acres are presently used for agriculture, 5 acres for open space, 5 acres for residential use, and 2-1/2 acres for commercial use. The remaining acreage necessary for the right-of-way is used as industrial, public, and vacant land. As of December 5, 1972, approximately 90 percent of the property acquisition had been completed. The remaining parcels are in the process of being acquired.

Design approval by the Federal Highway Administration was given May 1, 1970, and all phases of right-of-way acquisition were authorized January 28, 1971, before the effective date of Section 102(2)(c) of the National Environmental Policy Act of 1969. Consequently, an environmental impact statement was not required for this phase of the proposal.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Impact on the Natural Environment

Habitat

Approximately 20 acres of land will be permanently lost as habitat for vegetation and wildlife, and another 24 acres will be temporarily lost until vegetation becomes reestablished. The bulk of the land to be cleared is presently covered by weeds and volunteer grasses, and mixed hardwoods border the South Umpqua River and the Roberts Creek overflow channel. The temporary loss of habitat is not especially critical to most of the species residing in or frequenting the area; however, the permanent loss of habitat will undoubtedly reduce the numbers of some species.

Several bars in the South Umpqua River are presently being considered as possible material sources for the project. In addition, bridges are planned that will span the South Umpqua River and Roberts Creek. The "wet mining" of the bars and bridge construction activities may result in some siltation.

The following table identifies practical and probable locations and amounts of materials (sand and gravel) sources which could be affected by the Winston-Shady Interchange project.

TABLE 3. POSSIBLE MATERIALS SOURCES -- WINSTON-SHADY INTERCHANGE SECTION

Location	Description of Deposits/Approximate Amounts Available*
N. edge sec. 22, T. 27 S., R. 6W., east bank of South Umpqua River near Calkins.	Small amount of flood-plain and tree-covered terrace gravels.
Sec. 34, T. 27 S., R. 6W., on inside of large bend of South Umpqua River at Little Valley.	Low terrace and flood-plain gravels cover about 10 acres.
E. 1/2 sec. 9, T. 28 S., R. 6W., east bank of V bend of South Umpqua River 1-1/2 miles north of Winston. (Stevenson Bar)	Appears to be as much as 30 acres of terrace and flood-plain gravel. 50,000 Cubic yards available.
SE 1/4 sec. 20, SW 1/4 sec. 21, T. 28 S., R. 6W., south bank of South Umpqua River across from mouth of Lookingglass Creek. (Winston Bar)	Thin flood-plain gravels cover up to ten acres; some gravel has been removed in the past. 80,000-100,000 Cubic yards available.
Sec. 29, T. 28 S., R. 6W., east bank of South Umpqua River northwest of Dillard. (Rummell Bar)	Five to 10 acres of bar and flood-plain gravels; some have been mined. 300,000 Cubic yards available.

*Source: Len Ramp, Geology and Mineral Resources of Douglas County, Oregon. Bulletin No. 75 (Portland: Oregon State Department of Geology and Mineral Industries, 1972), p. 70.

An alternative to gravel sources for the production of surfacing aggregate would be quarry rock. There is at least one rock quarry within a reasonable hauling distance of the project, but remaining rock at this site will not meet aggregate quality standards. In fact, there are no known rock quarries in the area that will meet these standards. The use of quarry rock for embankment can be considered; however, it is not usually economically feasible to use quarried rock for embankment. In addition to the quarry, a material source on private property lying northwest of the intersection of the Green District Road and the proposed alignment is also being considered.

Approximately 317,000 cubic yards of material (135,000 cubic yards of aggregates, and 182,000 cubic yards of borrow material) will be needed for this project. Three state-controlled gravel bars within the South Umpqua River channel are being considered, along with the R.O.D. Company Bar, a privately owned bar at the end of Landers Lane. Choice of the source actually used lies with the contractor. Removal of gravels would take place between June 15 and October 15, periods of low flow on the South Umpqua River. Theoretically, as the gravel bars are replenished during periods of high flow, bank erosion or scouring of the streambed immediately downstream may occur as the transporting power (capacity) of the stream increases. Stripping the vegetation cover and altering the shape of the bars decreases the stability of a channel; decreased stability results in increased scouring and deposition. This in turn increases the possibility of salmonid nests located in the "wet mining" area being destroyed through burial or scouring, and the number of species of benthic fauna and flora being altered. Also, the alteration of the physical and chemical character of the river water through the addition of suspended sediment may reduce the production of

plankton and could thereby affect other organisms which may be dependent on them for food.

The amount of spawning gravel which could theoretically be affected by silt and rendered useless for future spawning can be calculated. However, specific locations and concentrations of sedimentation -- should the previously-mentioned precautions be ignored -- cannot be readily predicted. The quantitative loss of river production if the silt is dispersed over many miles of channel could be far greater than if the effects are confined.

If the size distribution of any particular material source is known, the amount of residual fine materials resulting from the removal of a given amount of gravel can be computed (see following table). If this material is left below high-water level, if it is completely redistributed during high water, and if no precautions (as required by law) are taken, then the effects of this material as it settles out can be estimated. Although there are more than three possible sources of materials, the required information is available for only Stevenson, Winston/Fisher, and Rummell Bars.

The following table contains estimates of siltation which could occur as a result of wet mining of river bars, if absolutely no precautions were taken. (For required precautions, see the discussion under "Steps Taken to Minimize Unavoidable Adverse Environmental Effects," page 54.)

Stevenson Bar

Content	50,000 cu.yds.
Percent "Fines"*.	4.1%
Depth	7'-8'
Amount Required	All, 1,350,000 cu.ft.
Amount of Contained "Fines" .	55,350 cu.ft.

*"Fines" refer to particles which will pass through a #200 screen, i.e., particles smaller than 0.07 mm.

EFFECT - Sufficient "fines" exist to completely degrade (increase silt so that spawning gravels contain 35% or more silt by volume -- Gebhards, 1970) 158,142 cu.ft. of salmon spawning gravels, i.e., 3.6 acres of gravel one-foot deep.

Winston/Fisher Bar

Content	80,000 to 100,000 cu.yds.
Percent "Fines"	34.9%
Depth	10'
Amount Required	88,000 cu.yds. or 2,380,000 cu.ft.
Amount of Contained Fines at 34.9%	829,224 cu.ft.

EFFECT - Sufficient "fines" exist to completely degrade 2,369,211 cu.ft. of salmon spawning gravels, i.e., 54.6 acres of gravel one-foot deep.

Rummell Bar

Content	300,000 cu.yds.
Percent "Fines"	23.2%
Depth	9.5 to 10'
Amount Required	80,000 cu.yds. or 2,160,000 cu.ft.
Amount of Contained Fines at 23.2%	501,120 cu.ft.

EFFECT - Sufficient "fines" exist to completely degrade (increase silt to 35% volume) 1,431,771 cu.ft. of salmon spawning gravels or an area (of spawning gravels 1-foot deep) 33 acres in extent.

Approximately one mile of storm sewer system to drain the proposed curbed section of highway within the city of Winston will drain directly into the South Umpqua River. In addition to the highway surface, this system would drain as well an adjacent land area lying between the Coos Bay-Roseburg Highway and Lookingglass Road within the city limits. This storm sewer would be accessible at inlet basins and at manholes. The outfall leads directly into the river and would be underwater during periods of high river flow.

Surface water drainage or a liquid spill on the bridges across the river or Roberts Creek would flow directly into the streams. Drainage piping could be constructed along the entire length of the bridges at relatively little additional expense to avoid direct runoff entering the streams. After some deliberation, the Oregon State Highway Division has concluded that this drainage network would be of limited additional benefit, as the water would still drain indirectly into the river at each end of the bridge. No treatment facilities or sewage lines could be tied-in with this project, except at prohibitive additional cost. Catch basins at either end of the bridges would be difficult to construct and maintain.

Hydrology

Bridge construction over the South Umpqua River must also be considered in terms of the impact on flood control. Proposed improvements of Highway 42 between Winston and Shady include the construction of a bridge paralleling the South Umpqua River Bridge and reconstruction of the overflow structure. Controversy has arisen over the size of the overflow bridge; residents upstream favor a longer structure and residents downstream favor a bridge similar in length to the existing structure.

In 1933, the State Highway Division constructed a fill and overflow structure across the flood plain of the South Umpqua River. Land usage at the time, and up to about 1950, was primarily agricultural. In 1951, immediately after one of the largest floods on record on the South Umpqua River, developers began building family dwelling units adjacent to the highway both upstream and downstream. On December 24, 1964, approximately 12 years after the housing units were built, and 31 years after the highway was

built, the largest flood on record occurred, causing extensive damage to property on both sides of the highway. Property owners upstream from the highway have demanded a larger overflow structure, because they feel that the existing opening is inadequate and allows unnecessary flooding of their houses. Property owners on the downstream side do not want an overflow structure larger than the existing bridge because they feel that a larger opening would release more water, inundating their land.

Highway Division field observations made during the 1971 high-water period showed that the bridge opening was adequate, because the maximum differential water surface was 0.43 feet at the peak between upstream and downstream sides of the bridge. When most of the houses first became inundated, this differential was only about half that value. Lengthening the structure a reasonable amount would decrease the water elevation on the upstream side a maximum of only 0.4 feet for a similar size flood, under the same outlet conditions. The outlet conditions in this area are of ultimate importance, since it has been shown, from testimony of witnesses to the 1964 flood and from high-water data for the 1971 flood, that the clogged ditch channel downstream from the overflow probably holds water back through this structure and reduces the efficiency of the bridge opening. Improved outlet conditions could lower the tail water elevation at the overflow and increase the capacity of the bridge opening.

After studying the 1964 and 1971 floods and the history of the area, it has been concluded that the present structure crossing the floodplain and river should be maintained for the following reasons: lengthening the overflow structure will not result in a signiftcant decrease in the water

surface elevation on the upstream side; and the proposed Days Creek Lake project, which is favored by local residents, will reduce the probability of flooding.

At present, there are no flood control projects on the South Umpqua River or its tributaries. However, the U.S. Army Corps of Engineers has completed preliminary studies and hearings on the Days Creek Lake project, which will have a decided effect upon the river levels in the Winston area. Although Congress has not appropriated monies to fund this project, the Corps estimates the completion date to be about 10 years away. The following data were obtained from the Corps and reflect the impact they estimate for this project:

Flood Frequency (Years)	Water Elev. at Brockway Gauge		Stage Reduction (Feet)
	Unregulated (Feet)	Regulated (Feet)	
5	487.22	483.52	3.70
10	490.22	483.52	6.70
25	494.22	483.52	10.70
1964 Flood	496.80		
50	497.32	484.32	13.00
100	499.52	486.02	13.50
200	502.52	487.32	15.20

A comparison of this data with data given on previous floods shows that, with the Days Creek Lake project, the water elevation for a 200-year frequency of flooding would be about 3 feet below the 490.0-foot elevation -- the elevation at which overflow onto the floodplain begins. This also indicates that, with the project, a flood similar to 1964 and all the other high floods of record will have an extremely low probability of recurrence. In the event that the Days Creek Lake project is not authorized or completed, continued flooding can be expected. A flood of a ten-year frequency (1971) would overflow onto the floodplain and cause property damage. A fifty-year flood (1964) would overtop the highway.

IMPACT ON THE CULTURAL ENVIRONMENT

Housing

About 31 structures will be directly affected by the alignment of the project; thirteen are permanent residential dwelling units, 12 are commercial units, 6 are storage and other units. Sixteen families and 48 individuals have been displaced and have been relocated under the provisions of federal and state relocation assistance laws.

As of December 1972, all residents and all but one of the businesses in the right-of-way had been relocated. Approximately one-half of the families relocated were renters, and one-half were homeowners.

All residential structures and improvements affected by project right-of-way acquisition have been removed. Remaining to be cleared are gas pumps of four service stations and two commercial signs close to the right-of-way. Businesses involved have been allowed to maintain and operate their facilities in the right-of-way until such time as the Highway Division requests clearance because of pending construction.

Utilities

There are 8 utility companies and service districts involved in the subject project. The Winston-Dillard Water District is replacing their old line with two lines ranging from 8 to 10 inches. Roberts Creek Water District will put 5 to 6 crossings under the roadbed. The relocation of water lines is about 75 percent complete. The electric power and telephone companies have not begun their relocation work. Presently, there are about 95 to 100 utility poles in the project alignment. Many will be eliminated because of underground placement of cables, and others will be set back 43 feet from the centerline,

and about 7 to 8 feet from the curb. The natural gas companies will be required to lower a major transmission line and two minor crossings. The relocation of these lines remains to be accomplished. There are minor encroachments on some sewer and storm drain facilities, which will be rectified during construction of the project. As a result of the project, Winston and Douglas County will receive a completely new storm drainage system for those areas affected by the project.

As of December 15, 1972, the total estimated cost of right-of-way acquisition, relocation, demolition, and property tax proration was $855,286. The estimated cost as of March 10, 1972, for utilities adjustment was $20,153. Construction cost estimates currently range from four to five million dollars.

Safety

This proposal offers some safety improvements for pedestrian and vehicular traffic. Within the Winston city limits, five-foot sidewalks and six-inch curbs are planned for both sides of the proposed facility. In the county from Lookingglass Road to the Shady Interchange, the proposed project will not include sidewalks, but rather an eight-foot bicycle lane and six-inch curb on the west side of the facility. In addition, ten-foot shoulders are planned, one of which will be between the bicycle lane and the closest automobile travel lane. The shoulder, the bicycle lane, and curb combined should increase the safety of bicycle riders and pedestrians who choose to utilize the facility.

For the entire length of the proposed facility, sixteen-foot painted medians are planned. The medians will serve as left-turn refuges at the Highway 42, Kelley's Corner, and Oakland-Shady Highway intersections. The sixteen-foot median width will also provide greater separation of opposing traffic.

A three-phase traffic signal will be installed at the Highway 42 intersection, where presently there is none. In addition, a curbed island will be constructed in the throat of this intersection.

Two additional travel lanes will be provided, which will facilitate the movement of traffic and eliminate the potential dangers of passing slower vehicles in the opposing lane of traffic.

There are some hazardous areas along the existing facility, where, because of crests and sags (vertical curves), there is insufficient stopping sight distance. The proposed improvements will even out these crests and sags and provide safe stopping sight distance.

On-street parking will be eliminated along the entire proposed facility. On the existing facility, on-street parking is permitted where it does not obstruct movement on travel lanes, side streets, and driveways, and where not otherwise restricted.

Increasing shoulder width in the county portion of the project will allow vehicles to stop during emergencies without obstructing or impeding the traffic flow. The existing facility has very narrow shoulders and, in some places, no shoulders at all. Therefore, emergency stopping can cause relatively hazardous conditions.

In the right-of-way of the existing facility are several utility poles which potentially could be hazardous because of an insufficient setback distance from the travel lanes. The proposal, however, could provide sufficient right-of-way to allow for proper setback of utility poles.

The Highway Division has entered into an agreement with Winston to provide lighting for the proposed project. The existing facility is not lighted, and improved and proper lighting will most likely contribute to the safety of the proposed facility.

The construction of curbs and approaches will help to control access and thereby will enable traffic to flow in a more orderly fashion.

The five-year accident rate of the existing facility for the years between 1968 and 1972, from the north city limits of Winston to the intersection of Highway 42, is 4.5 accidents per million vehicle miles. This rate is lower than the average urban accident rate for Oregon, which is 11.4 accidents per million vehicle miles. The accident rate for the urban area of the project section in Winston is 3.2, and, from the north city limits to the Shady Interchange, which is the rural portion of the facility, it is 3.25. The average for the rural portion of the facility (U.S. Highway 99) is slightly higher than the average rural accident rate for Oregon, which is 2.1 accidents per million vehicle miles. It is axiomatic that, with the programmed improvements, the new facility should be safer.

In July of 1971, there were 2 fatalities and 1 injury in conjunction with an automobile accident on U.S. Highway 99 at Kelley's Corner. Proposed improvements in signalization and turning lanes should make this a safer intersection.

Even though the proposed highway improvements will bring a higher level of service, it is not anticipated that higher speed zones will be approved, as factors other than the highway facility are considered in establishing speed zones. However, the average speed within the project area could increase as much as 10 miles per hour, as the present traffic volume exceeds the optimum for the highest level of service that can be provided on the present facility.

Land Use

The only significant changes in land use that may occur because of this project would affect that section where the proposed alignment deviates from the alignment of the existing facility -- from Kelley's Corner south to the South Umpqua River. Much of the area abutting the new right-of-way, which is now predominantly agricultural, will probably be converted to residential use.

It is expected that there will be an intensification of commercial activities in the Winston downtown area, brought about by the needs for goods and services required by an increasing population. Provisions for off-street parking will have to be considered by the commercial interests. Access points for existing and proposed off-street parking sites and for other existing access points have been included in the construction plans. It is also expected that the development potential of the surrounding area of this improved highway section will be significantly improved, particularly for the Lookingglass Road and World Wildlife Safari areas.

Economics

Because of the variable economic factors, it is not possible to ascribe dollars and cents values to the economic effects of the proposed project. But in a general way, primary and secondary economic effects can be considered.

There are two primary effects highway improvements will have on the community and region, which could be antecedent to economic change. Because of these highway improvements, more vehicles will be able to utilize the facility, with fewer delays, which will improve the level of service. Increased accessibility to a major highway such as I-5,

as has been learned in the past from various other studies, has a tendency to improve occupied industrial and commercial lands and to enhance the development potential of those that are unoccupied.

Most of the lumber mills and wood processing plants in the Winston-Dillard area will benefit by the increased accessibility and by fewer delays for the trucks that service them. Those employed by the mills and plants could benefit by the increased accessibility and safety, because the improved facility will be heavily used by workers who commute from Roseburg. The above factors should combine to improve the operations of the mills and plants, and may allow for the expansion of their activities.

In addition, the sales market of retail-commercial establishments may expand because of increased traffic volumes if improved accessibility, such as off-street parking, can be provided. Tourist and recreation establishments, such as the World Wildlife Safari, will likely benefit from an improved highway facility leading from Interstate 5 to their property. Presently, a 100-unit Hilton motel is planned for the intersection of Lookingglass Road and Highway 99, primarily because of the wildlife park, and secondarily because of the proposed improved highway facility. As a result of the proposed highway improvements and increased development potential of industrial and commercial land, the value of industrial and commercial property is expected to increase.

If the proposed project is implemented, it would result in a loss of taxable land to Winston and Douglas County, equal to approximately $20,700 annually, judging by present market values. Normally, losses of tax revenue place a larger burden upon the owners of the remaining taxable lands. This, however, will in all likelihood not occur, because properties

abutting and in proximity to an improved roadway have a tendency to increase in market value. These increased property values would probably more than offset the loss of tax revenues as a result of taxable land being diminished by highway right-of-way requirements.

In addition, it is reasonable to assume that the highway improvements will result to some degree in the conversion of land from agricultural and open space uses and from vacant land to uses yielding more tax revenues -- to residential, commercial, and industrial uses.

Noise

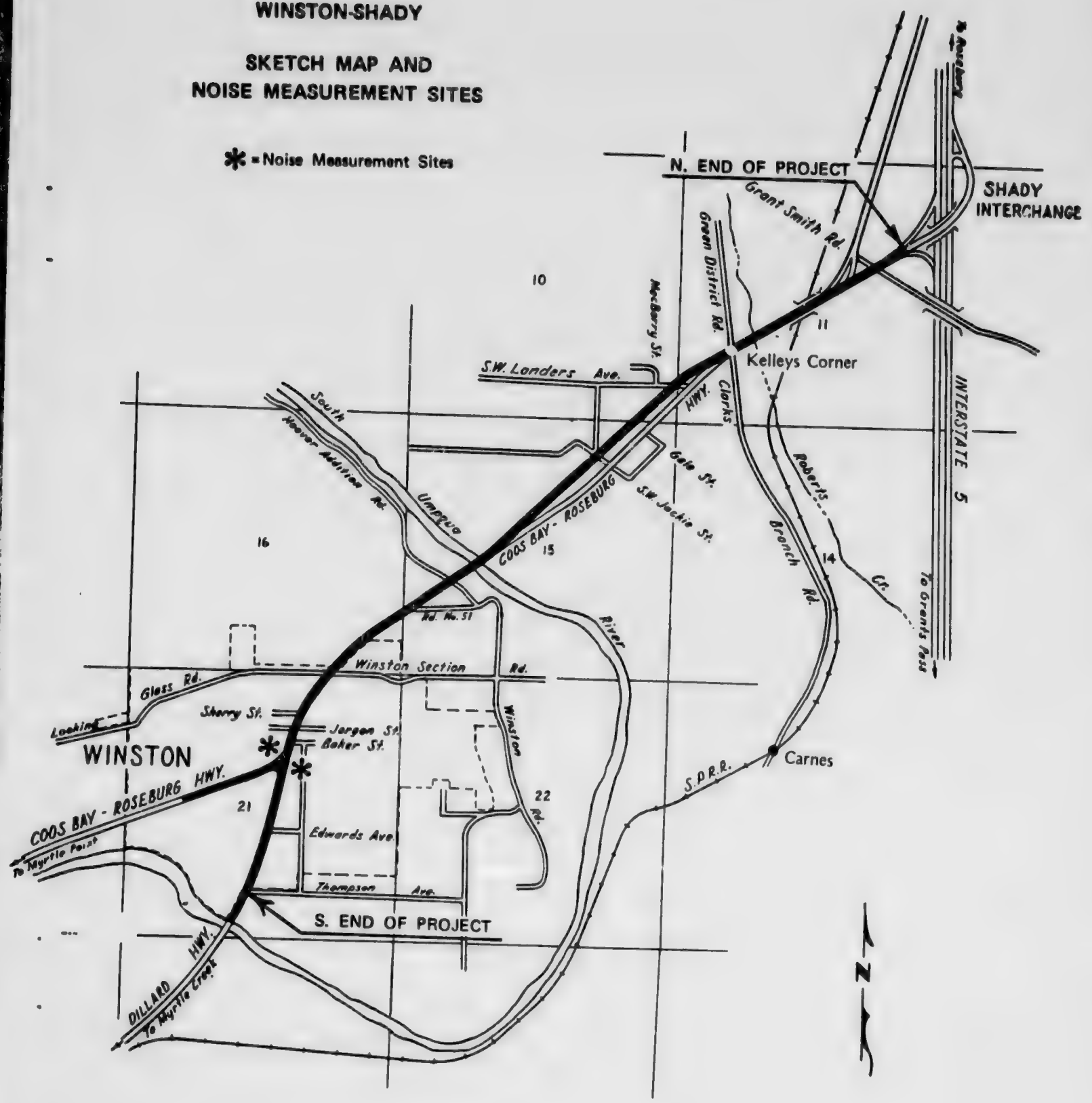
Sound levels were measured at two sites near the noisiest section of the project -- the intersection in downtown Winston (see map). Present measured sound levels in the proposed project area exceed the FHWA criteria throughout most of Winston (see federal noise standards table). Fifty feet east of the intersection, partially screened by a structure, sound levels during the noisiest time of day (peak truck hours, 3:00 to 4:00 p.m.) were recorded at 73 dBA, L_{10}.[1] Several residences and a church lie partially within fifty feet of the nearest travel lane within the town.

[1]The L_{10} sound level is the sound pressure level exceeded 10 percent of the time, and is considered to be an indicator of the maximum noise.

WINSTON-SHADY

SKETCH MAP AND NOISE MEASUREMENT SITES

✱ = Noise Measurement Sites



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Post-construction sound level predictions were made for the peak truck hour, using a computer model developed for the FHWA.[2] The immediate effect of construction will be to raise sound levels at points along the facility by approximately 1 dBA, due to the traffic lanes being closer. The maximum increase from existing sound levels to those after construction in 1993 will be approximately 4 dBA -- due primarily to traffic level increases.

Predicted sound levels 50 feet from the near lane (assuming no shielding from houses) for Highway 99 (north and south of the intersection) and Highway 42 are 80, 79, and 72 dBA, L_{10}, respectively, for the 1973 no-build alternative. The respective sound levels for 1993, no-build, were calculated at 82, 80, and 75 dBA. The respective sound levels for 1993, the build alternative, were calculated at 83, 81, and 76 dBA. Only approximately 1 dBA of the increase will be caused by construction of the project. The remainder will be due to normal traffic increase.

For all practical purposes, the entire length of this project will exceed the recommended noise standards in 1993, whether or not the project is built. Comparison of noise standards to projected sound contours indicates that no business should be within 200 feet of Highway 99,

[2] J. E. Wesler, Manual For Highway Noise Prediction, prepared by the Transportation Systems Center for the Dept. of Trans. (Wash., DC; Dept. of Transportation, 1972).

or within 70 feet of Highway 42, without consideration of sound attenuation measures. The same consideration should be given to residences within 550 feet of Highway 99 or within 170 feet of Highway 42. A review of the right-of-way map for this project shows that the existing improvements within the above distances of the two highways would require approximately 23,000 linear feet of sound attenuation construction to reduce the noise levels to those recommended in PPM 90-2. This construction would take place along approximately 65 percent of both sides of the project, and would include the entire business district of Winston.

Construction of the size and length of barrier necessary to achieve the required sound attenuation is not practicable, because of problems of access, right-of-way, aesthetics, and expense. Hence, an exception to the applicable regulations was deemed appropriate. Since design approval for this project was received prior to the effective date of PPM 90-2, a formal exception is not a prerequisite for approval of plans, specifications, and estimates (the last step prior to contract letting).

Winston: L_{10} Sound Levels (Computer Model)

Section	Standard	1973 Build	1973 No-Build	1993 Build	1993 No-Build
Hwy. 99 (N. section)	70 dBA*, Residential 75 dBA, Business	81 dBA	80 dBA	83 dBA	82 dBA
Hwy. 99 (S. section)	70 dBA, Residential 75 dBA, Business	80 dBA	79 dBA	81 dBA	80 dBA
Hwy. 42	70 dBA, Residential	73 dBA	72 dBA	76 dBA	75 dBA

Federal Highway Administration Noise Standards

Design Noise Level - L_{10}	Description of Land Use Category
60 dBA (exterior)	Outdoor areas having special need for quiet or serenity.
70 dBA (exterior)	Residences, sleeping spaces, hospitals, schools, churches, libraries, etc.
75 dBA (exterior)	Other developed lands.

Source: "Noise Standards and Procedures," PPM 90-2
Federal Highway Administration, 8 Feb., 1973.

Increase Criteria

Increase in Ambient Noise Level	Probable Effect on Community
Fewer than 5 dBA	No Impact: Generally not expected to cause annoyance or dissatisfaction.
Between 5 and 10 dBA	Minor Impact: Expected to be acceptable to most individuals, may be some dissatisfaction or annoyance.
Between 5 and 10 dBA	Minor Impact: Expected to be acceptable to most individuals, may be some dissatisfaction or annoyance.
Greater than 10 dBA	Significant Impact: May be judged by many to be unacceptable with considerable dissatisfaction and annoyance.

Source: See G. C. Gordon, et al., "Highway Noise -- a Design Guide for Highway Engineers," NCHRP Report 117, 1971, Page 21.

*The dBA is a unit of sound pressure level which is weighted to simulate hearing perception. It is considered to have the closest correlation to human hearing.

Air Quality

Data on ambient carbon monoxide, hydrocarbon, and nitrogen oxide concentrations in the Winston area are not presently available. However, it has been assumed by the Oregon State Department of Environmental Quality, on the basis of federally-established criteria, that the ambient concentrations of automotive pollutants in the area are below national standards.

Absolute total emissions for both the "build" and "no-build" alternatives are expected to be considerably below present levels, because of stringent federal air quality controls placed on automobile emissions. However, total carbon monoxide emissions of the "build" alternative would be approximately twenty-five percent higher by 1985, and fifty percent higher by 1992, than the "no-build" alternative.

Dispersion estimates were made for the proposed project for 1972, 1985, and 1992, using meteorological data from the Medford-Roseburg area corresponding to past air pollution episodes. The results show that concentrations of carbon monoxide due to the proposed roadway should not exceed 1 mg/m^3 (milligrams of carbon monoxide per cubic meter of air) under crosswind conditions at 50 meters from the roadway. This can be compared to the applicable state and federal primary and secondary standards of 40 mg/m^3 for an hour average and 10 mg/m^3 for an 8-hour average. The standards were designed to protect the most susceptible segment of the populace from deleterious health effects.

Other automotive pollutants will increase in similar proportion by 1992; however, the associated impacts will be less severe than those stated for carbon monoxide, because nitrogen oxides in hydrocarbon emissions do not pose a direct threat to human health at ambient concentrations.

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project designs.

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recreational potenti

There will be no appreciable change in vehicle speeds; therefore, these speeds do not constitute a factor for consideration.

The model utilized in estimating dispersion of air pollutants was the Gaussian Plume Diffusion Model, as contained in the Workbook of Atmospheric Dispersion Estimates by D. Bruce Turner (Cincinnati, Ohio: U.S. Department of Health, Education and Welfare, Public Health Service, 1967).

Esthetics

Directly and indirectly, the proposed project will quite noticeably affect the esthetic characteristics of downtown Winston. The proposed project includes curbs, sidewalks, street lighting, and a completely new and improved storm sewer system. Planter areas, which may be installed by the City would contribute to the appearance of downtown Winston. Also, in order to clear the right-of-way for construction, several commercial establishments have had to relocate, or modify their building structures. This has given the city of Winston the occasion to remodel the remaining downtown commercial buildings. The City has therefore requested that the Highway Division incorporate the City's downtown plans into the highway project designs.

Recreation

Removal of gravel from the various bars along the river may have adverse effects upon the recreational resources of the river. However, enforcement of the various regulations pertaining to gravel removal or construction work within a flowing stream will minimize these adverse impacts and confine them to the construction period. It is anticipated that, upon completion of the project, the river will be returned to its present recreational potential.

Parklands and Historic Sites

There is no project involvement with parklands. The State Historic Preservation Officer and the National Register of Historic Places have been consulted. Both sources indicate that historical and archeological resources would not be affected by the proposed project. Mr. George Aboill, Curator of the Douglas County Museum, was consulted in conjunction with historical resources of local significance, and Dr. David Cole of the Oregon Archeological Museum (Museum of Natural History, University of Oregon) was consulted for archeological information.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

The implementation of the proposal will result in the loss of nearly 44 acres -- involving some 130 parcels of land now primarily in agricultural, open space, residential, and commercial use -- which in all likelihood will not be used for anything other than transportation purposes in the foreseeable future.

A temporary increase in stream turbidity is anticipated for the South Umpqua River and for Roberts Creek (if it contains water) during the construction of the bridge structures, and if there is "wet" mining of river bars for the purpose of obtaining construction materials. This turbidity is a short-term, transitory condition and should pose no long-term threat to the watercourses in the project area.

In the event of intense storms, a temporary erosion hazard will exist where natural vegetation has been removed and where fill has been laid. The planting of ground cover and measures taken for erosion control should alleviate this problem.

Wet mining of gravel deposits within the floodplain of a stream, even though conducted at low-water and under controlled conditions to minimize harm, may create a potential hazard to a stream as a fishery resource. Unconsolidated fines left in the excavation may be transported by high water at a later date, resulting in increased turbidity of the downstream water and permanent siltation of spawning gravels. Also, changes in land form within the floodplain may decrease channel stability and contribute to erosion of stream banks and scouring within the stream.

Noise will increase slightly, because the project will allow a greater number of vehicles to pass through the corridor.

The total areawide emissions of carbon monoxide are expected to increase 50 percent by 1992 if the project is implemented; however, concentrations of carbon monoxide will not be great enough to pose any threat to human health.

During construction, a temporary increase of seismic noise levels may be experienced by residents and businesses closest to the proposed right-of-way.

There will also be a temporary disruption of Winston's traffic circulation as a result of construction, which will inconvenience local and through traffic.

ALTERNATIVES

In addition to the proposed route, three alternate routes were studied and considered for improvement. Routes 1 and 2 would both bypass the central business district and downtown Winston on the north, and Route 3 would improve the present facility and is most like the proposed route.

The following table briefly describes the physical characteristics and associated cost estimates (February, 1970) of the alternate routes considered:

	Route 1 (A-C-D)	Route 2 (A-B-C-D)	Route 3 (A-B-D)
Length, Miles	7.0	7.9	7.9
Total No. of Curves	6	13	19
Max. Curve	3°	12°	12°
No. of Max. Curves	1	1	2
Max. Grade	5-1/2%	4%	4%
Length, Max. Grade	5,000'	2,600'	1,500'
Length, 3%+ Grade	19,000'	9,700'	6,000'
Total Rise and Fall	900'	700'	700'
Highest Grade Elev.	820'	750'	750'
Estimated Cost ($1,000 Units)	$4,630	$4,730	$4,520

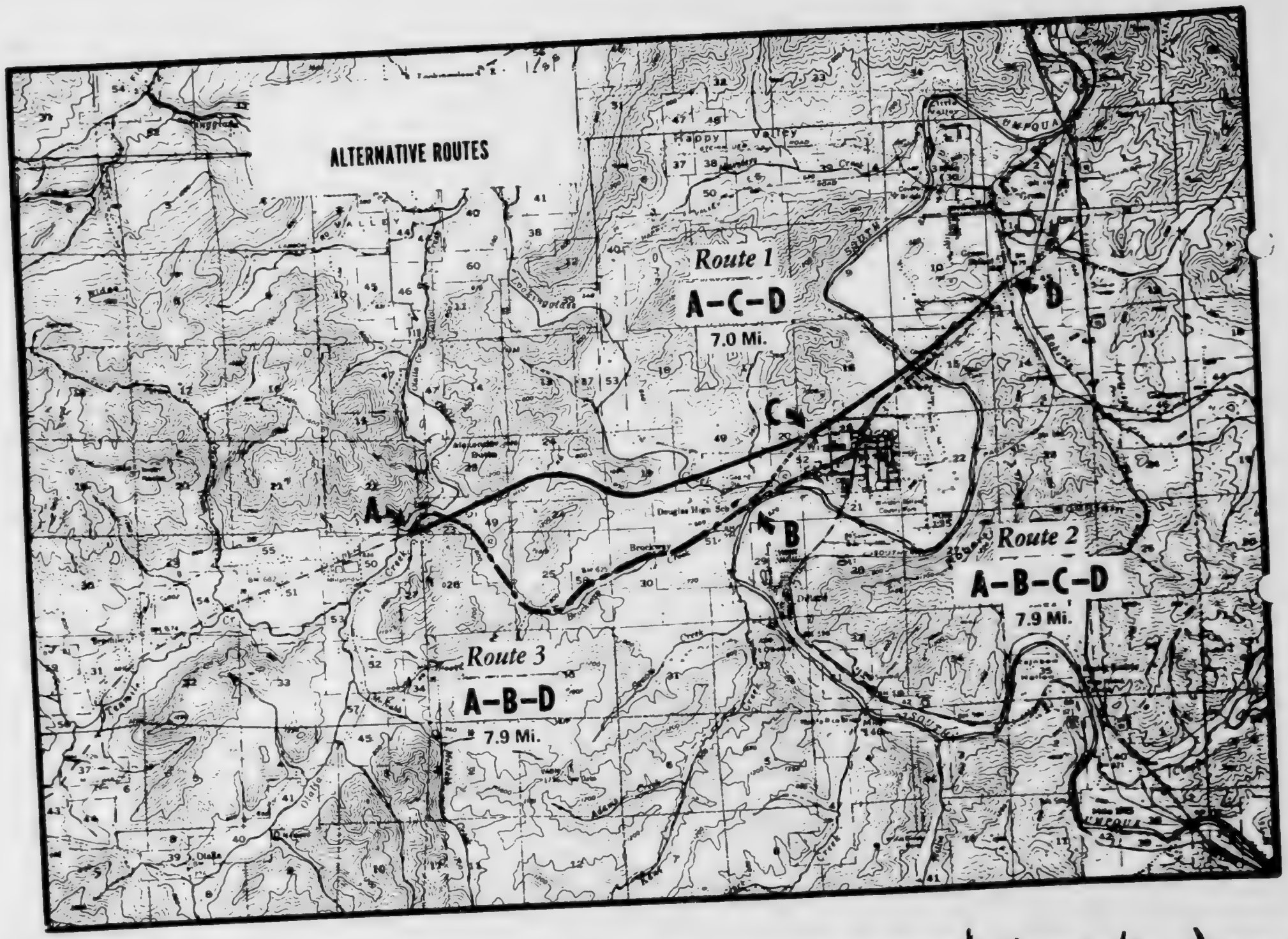
The costs were estimated for 2 lanes from Ollala Creek to Winston, and 4 lanes from Winston to Kelley's Corner. Climbing lanes were anticipated for over half the length of Route 1 because of the grades which would be encountered. Climbing lanes were not considered necessary on Routes 2 and 3. Cost estimates for Routes 1 and 2 did not include improvements in Winston along the existing facility.

The primary benefit of the two bypass routes (1 and 2) would be that through traffic would not be impeded by local downtown traffic, and travel time could be saved. In addition, bypass Route 1 would be merely a mile shorter than bypass Route 2, and could be constructed at essentially the same cost. However, Route 1 would present the disadvantage of having to be built in its entirety before benefits could be realized. The advantage of Route 3, which would pass through downtown Winston and follow most nearly the alignment of the existing facility, is that a greater number of potential road users could benefit from improvements made to this route than to Routes 1 and 2. It is for this reason and for those which follow that a route

nearly half as long, which is an otherwise slightly modified version of Route 3, was chosen. The 1970 estimated average daily traffic (ADT) for bypass Routes 1 and 2 was only about 32 percent, and 24 percent, respectively, of the ADT of Highway 99 just north of the north city limits of Winston. There was only a slight increase in bypass traffic projected for 1990. The Highway Division Traffic Engineering Office estimated that, within about 8 to 10 years after the bypass was constructed, the need to improve the Dillard Highway intersection and the highway itself would become apparent.

Because of the relatively low volume of traffic desiring to bypass Winston and because of the need to improve the Dillard Highway intersection, the decision was made to improve the existing facility rather than construct a bypass of Winston.

It can be inferred from past experience that, because new construction would be in order, bypass Routes 1 and 2 would have more severe environmental impacts than would the improvement of the existing highway. New construction imposes air and noise pollution on relatively unpolluted environments. Further, a new highway brings with it a formidable barrier to wildlife where before there was none, and it may foster development of abutting and other lands and construction of abutting and other lands and construction of tributary roads, which would not otherwise be possible. And, most importantly, new construction commits land for highway right-of-way which cannot be reclaimed for any other use, unless it is done at great expense. Generally, the environmental impacts of highway improvements on existing alignments are less severe than those of new construction, because most of the adverse effects, such as those mentioned above, have already manifested themselves and would only be added upon to some degree.


ALTERNATIVE ROUTES
Route 1
A–C–D
7.0 Mi.
Route 2
A–B–C–D
7.9 Mi.
Route 3
A–B–D
7.9 Mi.
A
B
C
D

RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

The short-term impact of the project will occur primarily during construction. Corridor residents have had to relocate to clear the right-of-way for construction to take place. Those residents who remain, and are in close proximity to the right-of-way, will be affected by the unpleasantness of a temporary increase in noise, dust, and dirt from construction activity. The section of existing highway from Kelley's Corner to the South Umpqua River will be closed to through traffic and will be used primarily by residents living along the existing facility. The construction process will also result in the temporary closure of streets and the subsequent rerouting of automobiles. In addition, on-street parking will be eliminated not only during construction, but also after the project is complete. This will invariably adversely affect local business in the short-term, but will certainly be offset by long-term economic gain brought by the new facility.

The implementation of the project will result in the conversion of approximately 44 acres of land to transportation use, thereby reducing the biotic communities and precluding other land uses.

Stream turbidity and siltation of the South Umpqua River and Roberts Creek will result from construction of the project. The construction of bridge structures and "wet mining" of river bars for construction materials will be the major contributors to turbidity and siltation. When the project is completed, the affected stream water should revert to pre-construction quality, although stream spawning beds may be adversely affected.

Surface drainage will be affected by the impermeable materials used for surfacing the additional highway lanes. However, a new storm drainage system along the facility will solve the drainage problems brought by the roadway improvements.

The erosion potential of the corridor soils will increase during construction and shortly after until ground cover is planted and has taken hold.

In the long term, the construction of curbs, sidewalks, a bicycle lane, median strips, improved signalization, left-turn refuges, intersection channelization, street lighting, and 2 additional lanes of travel, should all combine to improve pedestrian and motorist safety over the existing facility. Also, the addition of 2 travel lanes, left-turn refuges, and intersection channelization, will increase motorists' convenience because of fewer delays, smoother traffic flow, and increased accessibility. Increases in motorist convenience and accessibility in downtown Winston and other portions of the county should to some degree present economic benefits to commercial interests and should stimulate commercial investment and development activity.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Should the Winston-Shady section project plans be implemented, some very basic resources, which could not economically be retrieved by present and future generations, would be committed.

The most directly affected resource is land. Highways have certain space requirements that necessitate the displacement of biotic communities and cultural features. The reduction in numbers of some species as a result of alteration or destruction of habitat is an irretrievable

commitment of resources. Alterations of habitat which reduce the carrying capacity of an area for one species may only modify the behavior patterns and home ranges of individuals of another coexistent species. There may be a reduction in some local species populations but beneficial effects upon other populations, depending on the needs of the species in question and on the scale of habitat modification. The biotic communities, unless they are unique to one geographic area, and practically all cultural features, unless they have some historical or sentimental value, can be replaced. However, land which has been covered by asphalt and concrete is retrievable only at great expense to society and, possibly, with short-term damage to the environment.

An indirect but very significant effect of highway construction is the commitment of corridor or surrounding lands for future development. Once accessibility to previously inaccessible areas has been achieved, economic pressures will commit lands to more intensive land-use activity. In the case of Winston, constructing highway improvements along the alignment of the existing facility instead of constructing a bypass route will likely further commit land to development and intensify existing land-use activities.

Generally speaking, highway surfacing affects surface water runoff and, subsequently, the groundwater recharge process. Drainage in the area of this project has been studied thoroughly by Highway Division hydrologists, who have determined that existing patterns will not be affected significantly.

Construction materials and man-hours valued at about $5 million will be committed to this project. Some of the materials will be irretrievable for this and future generations, because the natural renewal

cycle of these materials occurs so slowly. Also, man-hours spent in planning and constructing the project cannot be applied again to some other purpose.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

General guidelines for minimizing or eliminating harm as a result of highway construction have been adopted by the Oregon State Highway Division and affect all projects for which the Division has responsibility. These guidelines emphasize esthetic as well as functional considerations.

The proposed project would be constructed in an area of adverse geologic conditions, as where there are unstable clay soils, which are subject to frost heave, which shrink or swell as the moisture content varies, and which exhibit poor compactibility. The use of additives, such as lime, tends to improve the friability of clay soils, making these soils more suitable for engineering purposes. The addition of lime to the top six inches of the subgrade will tend to stabilize the subgrade and reduce the adverse shrink-swell potential of the clay soils. Adequate drainage of the roadbed will minimize the amount of moisture that can affect roadbed stability. The road surface will be further strengthened by the addition of cement to the gravel aggregates of the surface base. Figure 3 in the "Description and Purpose" section of this statement indicates the use of these additives.

Embankments and other soils exposed as a consequence of construction will be covered by mulching and seeding to minimize erosion and soften the lines of construction.

Air quality will be governed during construction by Oregon Administrative Rule No. 340, promulgated by the Department of Environmental Quality, Air Quality Control Division.

Relocation of homes and businesses will proceed according to State Highway Division policy, which holds that no family or individual shall be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing. Adequate replacement housing is available to all affected persons regardless of race, color, religion, sex, or national origin.

The disruption of traffic will be minimized by stage construction, signing, flagging, and other measures to reasonably maintain access for local residents and businesses, as well as maintain safety.

During all phases of construction regulations for control of air and water pollution, as contained in the Oregon Revised Statutes, Chapter 449, will be in effect. The above regulations, which are addressed specifically to the contractor (Standard Specifications for Highway Construction, subsection 107.08), and are binding in every contract case, detail the precautions which shall be taken to prevent, control, and abate siltation, sedimentation, and pollution of the state's waters. ORS 449 fully complies with the letter and intent of PL 92-500.

Standard specifications that are part of all contracts require a contractor to observe the rules and regulations of federal, state, and local governing bodies for the protection of air and water quality. The specifications are found in Standard Specifications for Highway Construction Oregon 1970, subsection 107.08, and read as follows:

> 107.08 Water and Air Pollution Control - The attention of the contractor is called to ORS Chapter 449 which sets forth requirements relative to the prevention, control and abatement of water pollution and of air pollution. The contractor shall conduct his operations in conformity to the applicable sections of ORS Chapter 449, laws amendatory thereof, and all pertinent regulations of the State Sanitary Authority, other agencies of the State and the Federal Government, as well as ordinances or

resolutions enacted or adopted by local authorities. It is public policy that all practicable means be exercised to prevent, control and abate the pollution of waters of the state, and to maintain reasonable purity of the air by the control or abatement of air pollution. Pursuant to the above, specific means to be exercised by the contractor include but are not limited to the following:

(a) Water pollution control measures - The contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control and abate siltation, sedimentation and pollution of all waters of the state as such are defined in ORS 449.075, in accord with the policy set forth in ORS 449.077 and in conformance to the plans, specifications and special provisions pertinent and applicable under the contract. For convenience of reference herein, measures and means involved in the prevention, control and abatement of water pollution will be collectively termed "water pollution control measures".

When sequences and schedules of performance bearing on water pollution control measures are indicated or involved, the contractor shall furnish the engineer with his proposed schedule of compliance and performance thereunder; such schedule shall meet with the approval of the engineer, and the approved modifications during construction.

With reference to state-controlled sources of borrow and aggregates and to state-controlled waste disposal sites, the contractor's plan of operations thereat and the water pollution control measures to be taken with reference thereto shall be in full compliance with public policy and will be subject to the approval or disapproval of the engineer with reference to such compliance.

With reference to contractor-furnished waste or disposal areas and borrow areas, the contractor in selecting such areas shall take such affirmative action as is necessary to assure that the location of such areas, the operations therein, the construction of access roads thereto, and the conditions of the areas after work is completed therein, are and will be in conformance with the policy and requirements of ORS 449.

With reference to water pollution control measures during construction activities and just prior to temporary suspensions of the work, the three numbered paragraphs which follow shall be operative and in effect to the fullest practicable extent.

(1) The top surfaces of earthwork shall be sloped to permit runoff of surface water, berms shall be shaped along the top edges of embankments to intercept runoff water, and nonerosive slope drains shall be provided at proper intervals and at locations which will alleviate erosions and deposits which might give cause for water pollution.

(2) Construction operations in water areas shall be held to a practicable minimum and shall be restricted to those areas which must be entered for the planned construction and for temporary operations pursuant thereto. The frequent fording of live streams shall be avoided by the construction and use of temporary bridges or culverts. Mechanized equipment shall not be operated promiscuously in live streams. Roiling of waters will be cause for the construction of diversion dikes or settling basins to avoid sediment problems.

(3) The banks and beds of waterways and impoundments shall be promptly cleared of all debris, falsework and obstructions placed therein or caused by the construction operations but which are not a part of the planned improvement.

In addition to the standard specifications that are a part of all contracts, other regulations are a part of permits that a contractor must obtain, and are binding upon the contractor. If a wet mining operation is proposed, a contractor must apply for a Removal-Fill Permit from the Division of State Lands. The application for a permit is circulated among the interested state agencies for comment, to assure that pertinent sections of ORS 541.605, et sequentes, are included in the permit for the contractor's compliance. All plans and specifications are sent to the Fish and Wildlife Commissions for approval. In the case of surface mining, a permit is required from the Department of Geology and Mineral Industries which assures that a contractor complies with the intent and purpose of ORS 517.750 to 517.900, and subsection (4) of ORS 517.990 which delineate:

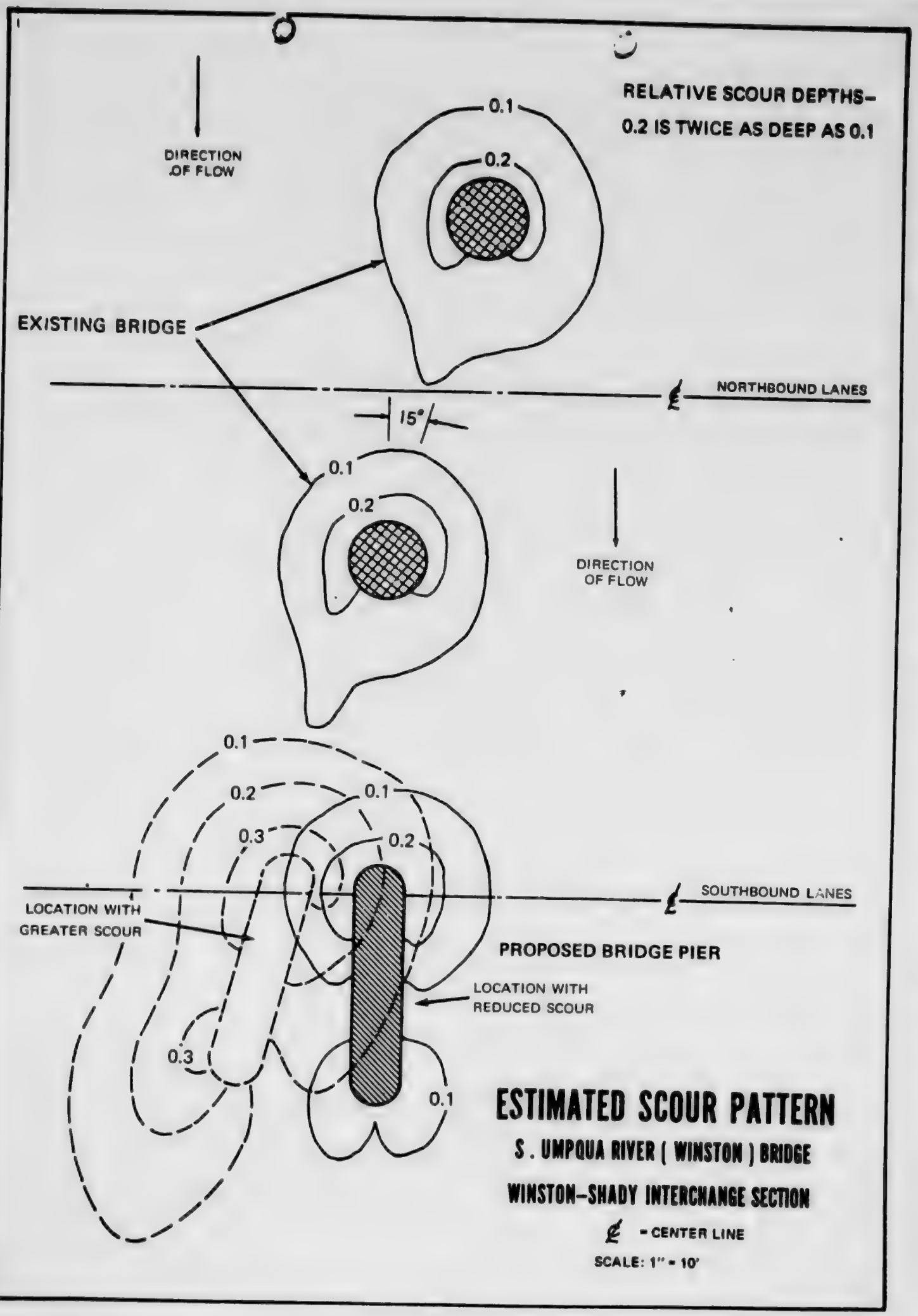
(a) Proposed measures to be undertaken by the operator in protecting the natural resources of adjacent lands.
(b) Proposed measures for the rehabilitation of the surface-mined lands and the procedures to be applied.
(c) The procedures to be applied in the surface mining operation to control the discharge of contaminants and the disposal of surface mining refuse.
(d) The procedures to be applied in the surface mining operation in the rehabilitation of affected stream channels and stream banks to a condition minimizing erosion, sedimentation and other factors of pollution.

(e) Such maps and other supporting documents as may be requested by the Department.
(f) A proposed time schedule for the completion of reclamation operations.

It is the responsibility of the Oregon State Highway Division's Regional Engineer, through the Resident Engineer and his staff, to constantly monitor a contractor's activities and to enforce the provisions of the contract. It is also the responsibility of a contractor to observe the regulatory provisions of the various permits that are his responsibility to obtain.

During construction, temporary local road closures will be coordinated to minimize the inconvenience of a detour. Construction on Highway 99 and a small portion of Highway 42 will be undertaken in stages, and temporary roads will be built so that at least one or two lanes of travel will remain open at all times. The exact duration of possible temporary closures of local roads is not known.

The new single piers of the parallel bridge over the South Umpqua River will be constructed parallel to the thread of the stream, as shown in Figure 6, for two reasons: (1) a reduced scour effect at the piers, and (2) less constriction of water flow. As depicted on the attached sketch, the proposed pier position shows a smaller scour pattern than a pier placed on a 15° skew with the current (shown with dashed lines).


RELATIVE SCOUR DEPTHS–
0.2 IS TWICE AS DEEP AS 0.1
DIRECTION OF FLOW
0.1
0.2
EXISTING BRIDGE
NORTHBOUND LANES
15°
0.1
0.2
DIRECTION OF FLOW
0.1
0.2
0.3
0.1
0.2
SOUTHBOUND LANES
LOCATION WITH GREATER SCOUR
PROPOSED BRIDGE PIER
LOCATION WITH REDUCED SCOUR
0.3
0.1
ESTIMATED SCOUR PATTERN
S. UMPQUA RIVER (WINSTON) BRIDGE
WINSTON–SHADY INTERCHANGE SECTION
℄ = CENTER LINE
SCALE: 1" = 10'

COMMENTS FROM INTERESTED AGENCIES AND ORGANIZATIONS AND RESPONSES THERETO

Department of Transportation
United States Coast Guard

Comment:

It is recommended that contractors be advised of their responsibilities under the Federal Water Pollution Control Act (PL 92-500), particularly in consideration of the anticipated in-stream wet mining operations incident to the project.

Response:

Contractors will be advised of their responsibilities under PL 92-500 and under published water quality criteria of the State of Oregon, pertinent sections of ORS 449, which fully comply with the intent and purpose of PL 92-500. The contractor's activities will be examined by the Oregon State Highway Division, and enforcement will be ensured by the Oregon Department of Environmental Quality.

Comment:

To avoid oil or hazardous substances from a spill on the highway entering the water, culverts carrying highway runoff... should not dump directly into the river.

Response:

See page 30.

Umpqua Regional Council
of Governments

Comment:

Sitting in regular session on May 16, 1973, the Umpqua Regional Council of Governments gave approval to the (Winston-Shady Interchange) Project.

Response:

No response is necessary.

Office of the Governor
Fish Commission of Oregon

Comment:

The Division should make every attempt to identify potential removal sites and quantities necessary at the earliest possible time to allow natural resource agency opportunity for input in detailed planning stages with the Division and to allow development of mutually agreeable conditions to necessary permits covering the operations.

Response:

See page 26.

Comment:

"It is our position that no disruption in water quality should be allowed to occur from wet mining or from bridge pier and footing construction in the South Umpqua River or Roberts Creek. Further, that no substances harmful to aquatic life, such as fresh concrete, freshly creosoted lumber, or petroleum products be allowed entry to these waterways."

Response:

Contractual requirements have been quoted on page 55 and following.

Comment:

"Although precautions to prevent water pollution including turbidity are discussed on page 36 and will be incumbent on contractors, we believe these same conditions to also be a direct responsibility of the Highway Division and its personnel. Close attention to conditions to prevent water quality disruptions must be a responsibility of the project engineer and his staff."

Response:

The Highway Division agrees. See page 58.

United States Department of Agriculture
Soil Conservation Service

Comment:

Construction-produced sediment entering the South Umpqua River will affect downstream resources. Gravel removal from river bars (for aggregate use) is regulated by ORS 449. Other precautions specifically taken to control siltation and sedimentation are regulated under this statute as well. The draft does not specify the actual control measures to be applied.

Response:

Measures are now specified. See page 55 and the following pages.

Comment:

Project needs for material (borrow and aggregates) are estimated at 130,000 cubic yards. Borrow areas for fill other than gravel removal are not designated as to location or treatment when depleted.

Response:

See pages 26 and 55 and the following pages.

Comment:

The disruption of installed conservation systems should be minimal in the project area due to existing land use. The extent of systems and proposed protection measures to be employed are not listed in the draft.

Response:

No disruption of conservation systems is anticipated, and therefore protection measures to be employed are not listed in the final E.I.S. or in this response.

U.S. Environmental Protection Agency
Region X

Comment:

The statement accurately predicts the adverse environmental impacts that would result from the proposed project and includes many realistic procedures for their abatement.

Response:

No response is necessary.

Office of the Assistant Secretary of Commerce
Deputy Assistant Secretary for Environmental Affairs

Comment:

The fact that anadromous fish exist in the Umpqua River and tributaries is mentioned in this section; however, the coverage and emphasis is quite weak in view of the fact that the Umpqua River supports an extremely valuable fishery that could be adversely affected by this project.

Response:

Expanded coverage of the fishery has been included in the text.

See page 18 and the following pages.

Comment:

The draft environmental impact statement should explain that thousands of anadromous fish, including spring chinook, fall chinook, coho, summer steelhead, winter steelhead, and cutthroat trout use this river every year, and that construction activities in and around the stream could have a very significant adverse impact on aquatic life in general and fishery resources in particular.

Response:

See pages 27 through 29, page 18 and the following pages.

Comment:

This section ("Probable Impact of Project on Environment") mentions that "wet mining" will result in some

siltation, and that there is an increased possibility that salmon spawning grounds will be destroyed. Here again, the statements and emphasis are very weak. There is no doubt that "wet mining" of the state-owned gravel bars in the South Umpqua River channel will adversely affect aquatic life.

Response:

See pages 27 through 29.

Comment:

We consider the lack of discussion of possible alternatives to "wet mining" to be a serious omission from the statement, and we suggest that the feasibility and environmental impact of obtaining construction material from other sources be thoroughly discussed.

Response:

See page 27.

Comment:

This section ("Probable Adverse Environmental Effects Which Cannot be Avoided") should mention the loss of aquatic productivity and the probable adverse effects on fishery resources resulting from "wet mining" operations in the South Umpqua River.

Response:

Mention is now made of these possible adverse effects. See pages 27 through 29.

Comment:

The statement indicates that biotic communities are displaced by highway construction, but that these biotic communities "unless they are unique to one geographic area... can be replaced." The quoted statement is only partially true. The displaced biotic communities can be replaced if other similar habitat is available; however, when similar habitat is not available, the net result is likely to be a reduction in numbers of some of the species that are displaced. The possibility that such losses represent an irretrievable commitment of resources should be discussed.

Response:

This possibility is discussed on pages 50 and 51.

United States Department of the Interior
Office of the Secretary
Pacific Northwest Region

Comment:

The alignment is in the South Umpqua River Basin where the area is characterized by low-rolling benchlands and flat well-developed flood plains. The area is underlain by basalt, thin-bedded siltstone and metamorphic rock, mantled by silt and pebbly sand. Clay soils of the area are unstable, subject to frost-heave, shrink-swell, and exhibit poor compactibility (page 8). Discussion of planned techniques necessary to accommodate these adverse geologic conditions should be included in the environmental impact statement.

Response:

See page 54.

Comment:

If the "stage reduction" mentioned on page 19 is intended to represent the difference between regulated and unregulated water elevations, there seems to be some slight discrepancies in the calculations. The reduction of the 10-year flood should be 3.00 feet, the 25-year flood 6.00 feet, the 50-year flood 10.00 feet, and the 100-year flood 13.10 feet.

Response:

These corrections have been acknowledged and the text corrected accordingly.

Comment:

Insofar as historical and archeological resources are concerned, we believe the statement should be more responsive to NEPA. The State Historic Preservation Officer needs to be consulted to

ascertain whether or not National Register Properties would be affected. Further, statements about the presence or absence of archeological sites should be supported by the opinion of a professional archeologist. We are not familiar with the Oregon Archeological Museum and wonder if this refers to the Museum of Natural History, University of Oregon.

Response:

The recommended sources have been contacted. See pages 45 and 46.

Comment:

The draft statement is vague in regard to sources of gravel material for highway construction. More specific discussion of conditions and impacts resulting from extraction activity should be included in the final statement. Such discussion should consider effects on aesthetics and wildlife habitat.

Response:

Possible sources have been identified, but the contractor himself selects the sources to be used, subsequent to award of the contract. See pages 26 and 27.

Comment:

... the statement should include an accurate description and population status of the fish and wildlife resources presently within or adjacent to the project and a detailed discussion of the impact on these resources. Displaced wildlife cannot be absorbed into adjacent land; when habitat is lost or destroyed, so is the wildlife that was dependent upon it.

Response:

See pages 18 and the following pages, and pages 52 and 53.

Comment:

The valuable fishery resource was mentioned in the statement; therefore, a determination as to the adverse impact due to siltation and the change in the aquatic environment should be made. No mention was made of the recreation use -- days before or after the project.

Response:

See pages 27 through 29 and 43.

Comment:

Adverse impacts should be thoroughly discussed concerning the wet mining operations. Wildlife and waterfowl use on the gravel bars should be documented and nesting surveys made. No work should be initiated during nesting or when young are immobile.

Response:

Use of gravel bars as nesting areas is discussed in the "Existing Environmental Setting," page 14.

Sierra Club, Columbia Group,
Northwest Chapter

Comment:

I would like to know how long this project is expected to complete. Has a timetable been developed for this project? This is useful in evaluating the impact of construction activities.

Response:

This estimate is included on page 13.

Comment:

On page 16 there is a discussion of the construction material requirements and of the use of bars in the South Umpqua River to supply this material. Because of the admitted impact which wet mining has on a river, have other alternatives been examined to meet these material requirements?

Response:

See page 27.

Comment:

On page 26 is a discussion of the resulting noise if the project is completed. Although the noise measurement sites are roughly described, why wasn't a more precise description included, particularly the distances from the roads? Other impact statements have shown these sites on a large scale map.

Response:

The noise impact analysis of this statement has been completely reaccomplished. See pages 39 through 42.

Comment:

The projected effect of the highway improvement on the air quality is discussed beginning on page 27. What model was used in deriving the predictions? Why wasn't a more complete description of the methods included in the draft statement? Will there be any change in the speed limits because of the project improvements? If so, was this taken account of?

Response:

This comment is discussed on pages 43 and 44.

Comment:

During construction part of the highway will be closed to through traffic (page 33). How many cars will be forced to find other routes through this section and what roads will they try to use? How long will this closure last? Have these effects been examined?

Response:

See page 59.

APPENDIX

COMMENTS RECEIVED ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (mep)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

5922/19
Ser mep 482
10 May 1973

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft EIS for the Winston-Shady Interchange, Coos Bay-Roseburg Highway, has been reviewed by Thirteenth Coast Guard District's Aids to Navigation and Marine Environmental Protection Branches. The project is above the navigable limit of the South Umpqua River; no bridge permit is required.

Provisions of the Federal Water Pollution Control Act apply inasmuch as the South Umpqua River is tributary to United States navigable waters. It is recommended that contractors be advised of their responsibilities under the Federal Water Pollution Control Act (PL 92-500), particularly in consideration of the anticipated in-stream wet mining operations incident to the project.

To avoid oil or hazardous substances from a spill on the highway entering the water, culverts carrying highway runoff to rivers and streams, where possible, should be accessible and should not dump directly into the river.

If we can be of further assistance, please contact the Marine Environmental Protection Branch. Our offices are in room 614 of the Alaska Building, 618 Second Avenue, Seattle, Washington. The phone number here is 624-2902, extension 343.

Sincerely,

J. D. ROBERTS
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

Telephone 503/672-3311, Ext. 44
Douglas County Courthouse
Roseburg, Oregon 97470

UMPQUA REGIONAL COUNCIL OF GOVERNMENTS

May 17, 1973

Dear Mr. Young:

The Executive Committee and Common Council of the Umpqua Regional Council of Governments have reviewed the two environmental impact statements for proposed modification and construction planned for Garden Valley-Fairgrounds Interchange on I-5, Roseburg, and the Winston-Shady Interchange on Coos Bay-Roseburg Highway.

Sitting in regular session on May 16, 1973, the Umpqua Regional Council of Governments gave approval to the two above mentioned projects.

Very truly yours,

G. Anthony Kuhn
Interim Director

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 18, 1973

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear George:

SUBJECT: Winston-Shady Interchange Section, Coos Bay-Roseburg Highway, Douglas County
PNRS #7304 4 060

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

The responses quoted below suggest points to be considered and included in your statement:

Fish Commission of Oregon

"In several places the EIS suggests the possibilities for gravel mining in the South Umpqua River to produce aggregate for the project. Further, that this mining could produce short-term turbidities at the time of removal and present future opportunities for scouring of the adjacent bed and banks of the stream within the ordinary highwater bounds during flood flows.

"The Division should make every attempt to identify potential removal sites and quantities necessary at the earliest possible time to allow natural resource agency opportunity for input in detailed planning stages with the Division and to allow development of mutually agreeable conditions to necessary permits covering the operations.

"It is our position that no disruption in water quality should be allowed to occur from wet mining or from bridge pier and footing construction in the South Umpqua River or Roberts Creek. Further, that no substances harmful to aquatic life such as fresh concrete, freshly creosoted lumber, or petroleum products be allowed entry to these waterways.

"We urge all disturbed soil areas including fill slopes be seeded or planted with vegetation prior to the beginning of the annual fall runoff period to preclude erosion and subsequent turbidity to waterways.

"Should planning be modified to consider any alteration of the overflow channel in the flood plain, we believe the Division should closely coordinate the proposal(s) with natural resource agencies.

"Although precautions to prevent water pollution including turbidity are discussed on page 36 and will be incumbent on contractors, we believe these same conditions to also be a direct responsibility of the Highway Division and its personnel. Close attention to conditions to prevent water quality disruptions must be a responsibility of the project engineer and his staff."

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

KRC:gj

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S. W. Washington Street
Portland, Oregon 97205

May 22, 1973

Dear Mr. Young:

The draft environmental statement for the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County has been reviewed in this office.

We have the following comments to offer regarding the draft environmental statement on this project:

1. Land use suitability and limitations have been considered. The alternate route locations proposed would increase adverse land use problems in comparison with the project route. Current lands to be committed are unzoned. Proposed zoning will be predominately of a commercial and residential nature.

2. Construction-produced sediment entering the South Umpqua River will affect downstream resources. Gravel removal from river bars (for aggregate use) is regulated by ORS 541.605-655. Other precautions specifically taken to control siltation and sedimentation are regulated under ORS 449. The draft does not specify the actual construction control measures to be applied.

3. Project needs for material (borrow and aggregates) is estimated at 130,000 cubic yards. Borrow areas for fill other than gravel removal are not designated as to location or treatment when depleted. Embankments and exposed soils will be mulched and seeded within project right-of-way.

4. Water runoff from the 44 acres plus existing right-of-way will be affected by the impermeable surfacing of additional roadway lanes. A new storm drainage system will be designed to solve the drainage problems caused by roadway location. Hydrologic investigations indicate that present openings of existing South Umpqua bridge crossing within the corridor are adequate. The new structures will be designed accordingly with single piers located parallel to the thread of the stream to reduce bed scour and constriction of water flow.

5. The disruption of installed conservation systems should be minimal in the project area due to existing land use. The extent of systems and proposed protection measures to employed is not listed in the draft.

6. The project will require a total of forty-four acres. Thirty acres are utilized in pasture and orchards located on the flood plain. The proposed zoning designates only a small portion (less than 15 percent) of the farmland to remain an exclusive agricultural use. The alternate routes proposed would require as much or more of the flood plain orchard lands.

7. This project will have no effect on planned Soil Conservation Service projects.

We appreciate the opportunity to review and comment on this proposed project.

Sincerely,

A. J. Webber

A. J. Webber
State Conservationist

U. S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

May 24, 1973

REPLY TO ATTN OF: 10MEI - M/S 325

Dear Mr. Young:

We have reviewed the draft environmental impact statement for the Winston-Shady Interchange Section, Coos Bay-Roseburg Highway, Oregon.

The statement accurately predicts the adverse environmental impacts that would result from the proposed project and includes many realistic procedures for their abatement. The abatement procedures to be used for wet mining operations such as mining at low flows, conducting all construction activities so as to minimize turbidity and coordinating activities with fishery agencies are all methods which we feel will lessen some of the environmental impacts. We also note that the project is in accordance with area land use plans and transportation plans. This type of planning is another important way to minimize adverse environmental impacts.

Thank you for the opportunity to review this draft statement.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

OFFICE OF THE ASSISTANT SECRETARY OF COMMERCE
Washington, D.C. 20230

May 31, 1973

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft environmental impact statement for "Winston-Shady Interchange Section, Coos Bay-Roseburg Highway, Douglas County, Oregon," which accompanied your letter of April 24, 1973, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration:

EXISTING ENVIRONMENTAL SETTING

Corridor Characteristics - Physical Features

The fact that anadromous fish exist in the Umpqua River and tributaries is mentioned in this section; however, the coverage and emphasis is quite weak in view of the fact that the Umpqua River supports an extremely valuable fishery that could be adversely affected by this project. As a matter of interest, public information advertises Winchester Bay (the mouth of the Umpqua River) as the "salmon center of the Oregon Coast."

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Impact on the Natural Environment - Habitat

The draft environmental impact statement should explain that thousands of anadromous fish, including spring chinook, fall chinook, coho, summer steelhead, winter steelhead, and cutthroat trout use this river every year, and that construction activities in and around the stream could have a very significant adverse impact on aquatic life in general and fishery resources in particular.

This section mentions that "wet mining" will result in some siltation, and that there is an increased possibility that salmon spawning grounds will be destroyed. Here again, the statements and emphasis are very weak. There is no doubt that "wet mining" of the State-owned gravel bars in the South Umpqua River channel will adversely affect aquatic life.

We consider the lack of discussion of possible alternatives to "wet mining" to be a serious omission from the statement, and we suggest that the feasibility and environmental impact of obtaining construction material from other sources be thoroughly discussed.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

This section should mention the loss of aquatic productivity and the probable adverse effects on fishery resources resulting from "wet mining" operations in the South Umpqua River.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The statement indicates that biotic communities are displaced by highway construction, but that these biotic communities "unless they are unique to one geographic area. . .can be replaced." The quoted statement is only partially true. The displaced biotic communities can be replaced if other similar habitat is available; however, when similar habitat is not available, the net result is likely to be a reduction in numbers of some of the species that are displaced. The possibility that such losses represent an irretrievable commitment of resources should be discussed.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R. Galler

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

June 15, 1973

ER 73/629

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental statement for expanding the Winston-Shady Interchange Section of the existing Coos Bay-Roseburg Highway in Douglas County, Oregon, from a two-lane to a four-lane facility.

The statement could be substantially improved with regard to its consideration of project impacts on several areas of jurisdiction and expertise of this Department. We offer the following comments for your consideration:

The alignment is in the south Umpqua River basin where the area is characterized by low rolling benchlands and flat well-developed floodplains. The area is underlain by basalt, thin-bedded siltstone and metamorphic rock, mantled by silt and pebbly sand. Clay soils of the area are unstable, subject to frost-heave, shrink-swell, and exhibit poor compactibility (page 8). Discussion of planned techniques necessary to accommodate these adverse geologic conditions should be included in the environmental impact statement.

Our studies indicate a similar "average" backwater effect of 0.4+ feet at the upstream side of the highway bridge as mentioned on page 18. Also, there is some indication of a lateral gradient from the Winston side of the floodplain toward the main channel bridge opening. This may or may not be caused in part by the highway fill.

If the "Stage reduction" mentioned on page 19 is intended to represent the difference between regulated and unregulated water elevations, there seems to be some slight discrepancies in the calculations. The reduction of the 10-year flood should be 2.00 feet, the 25-year flood 6.00 feet, the 50-year flood 10.00 feet, and the 100-year flood 13.10 feet.

insofar as historical and archeological resources are concerned, we believe the statement should be more responsive to NEPA. The State Historic Preservation Officer needs to be consulted to ascertain whether or not National Register Properties would be affected. Further, statements about the presence or absence of archeological sites should be supported by the opinion of a professional archeologist. We are not familiar with the Oregon Archeological Museum and wonder if this refers to the Museum of Natural History, University of Oregon.

The draft statement is vague in regard to sources of gravel material for highway construction. More specific discussion of source location and impacts resulting from extraction activity should be included in the final statement. Such discussion should consider effects on aesthetics and wildlife habitat.

Further, the statement should include an accurate description and population status of the fish and wildlife resources presently within or adjacent to the project and a detailed discussion of the impact on these resources. Displaced wildlife cannot be absorbed into adjacent land; when habitat is lost or destroyed, so is the wildlife that was dependent upon it.

The valuable fishery resource was mentioned in the statement; therefore, a determination as to the adverse impact due to siltation and the change in the aquatic environment should be made. No mention was made of the recreation use-days before or after the project.

Adverse impacts should be thoroughly discussed concerning the wet mining operations. Wildlife and waterfowl use on the gravel bars should be documented and nesting surveys made. No work should be initiated during nesting or when young are immobile.

Sincerely,

Roy H. Sampsel

Roy H. Sampsel
Special Assistant to the Secretary

COLUMBIA GROUP

Columbia Group
2637 S.W. Water St.
Portland, Oregon 97201

June 27, 1973

Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

I have reviewed the Draft Environmental Impact Statement for the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway, and although these comments arrive somewhat late, I would hope that they might still aid in writing the final draft.

I would like to know how long this project is expected to complete. Has a timetable been developed for this project? This is useful in evaluating the impact of construction activities.

On p. 17 there is a discussion of the construction material requirements and of the use of bars in the South Umpqua River to supply this material. Because of the admitted impact which wet mining has on a river, have other alterratives been examined to meet these material requirements?

On p. 26 is a discussion of the resulting noise if the project is completed. Although the noise measurement sites are roughly described, why wasn't a more precise description included, particularly the distances from the roads? Other impact statements have shown these sites on a large scale map.

The projected effect of the highway improvements on the air quality is discussed beginning on p. 27. What model was used in deriving the predictions? Why wasn't a more complete description of the methods included in the draft statement? Will there be any change in the speed limits because of the project improvements? If so, was this taken account of?

During construction, part of the highway will be closed to through traffic (p. 33). How many cars will be forced to find other routes through this section and what roads will they try to use? How long will this closure last? Have these effects been examined?

I appreciate the time which you take to answer these questions and look forward to your response.

Sincerely,

David Lincoln

David Lincoln

Pacific Northwest Chapter
SIERRA CLUB
2637 S.W. Water Street · Portland, Oregon 97201 · (503) 222-1963

8046

413

January 14, 1974

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Progress of Growth Center
Projects and Studies
710.121

The following report was requested on the Growth Center Studies and Demonstration Projects in progress as of September 1, 1973, and since March 1, 1973. Because of our record-keeping system, information as of November 30 is more readily available. Therefore, the following report is as of November 30. A copy of the March 1 report is included for reference.

Regarding Coos Bay Area "Before Study":

This study was completed, submitted and accepted on January 23, 1973. The total cost of the report was $6,900.

Regarding Mystic Creek-Slater Creek Development Project:

As of March 1, 1973, $100,000 had been programmed for preliminary engineering on the Mystic Creek-Slater Creek Project. Funds designated are from the following sources.

Federal-aid to Primary	$ 63,560
Economic Growth Center Funds	20,000
State Money	16,440
	$100,000

None of these funds had been spent prior to March 1, but as of November 30, 1973, $51,600 had been used. Route and location studies for this project are complete; the environmental impact statement is approximately 40 percent complete. No hearing dates have been set.

Regarding New Growth Center Projects: Winston-Shady Project

As of November 30, all preliminary engineering, route and location studies, environmental impact studies, and public hearings on the Winston-Shady Project were completed. Because this project is in the Coos Bay Growth Center Area and will have an economic impact on the area, it was redesignated as a growth center project and $1,438,700 of growth center funds were programmed for the improvement. Final approval has not yet been given for the funding, but no problems are foreseen and work is expected to commence before May 1974. Funds programmed for the construction of this project are from the following sources.

Federal-aid to Primary	$2,422,000
Federal-aid to Secondary	468,900
Growth Center Funds	1,438,700
State Money	1,211,400
	$5,541,000

Regarding the Ontario Area "Before Study":

The Ontario Study is approximately 30 percent complete. All progress was made between March 1 and November 30. Funds expended to date total $1,400, and completion is expected in April 1974 at a total cost of $7,000.

Regarding Cairo Junction-Ontario Demonstration Project:

As of March 1, 1973, $36,500 had been programmed for preliminary engineering. The funds designated are from the following sources.

Federal-aid to Primary	$23,195
Economic Growth Center Funds	7,300
State Money	6,005
	$36,500

As of March 1, no money had been spent, but as of November 30, $17,300 had been used. The route and location study is 90-90 percent complete. The environmental impact statement has not been started. No hearing dates have been set.

Regarding Construction, Completion Dates, and "After Studies":

No funds have been programmed for construction or for the "After Studies". At this time, the completion dates for the projects and studies are indeterminate.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

bc F. B. Klaboe
A. E. Johnson
R. E. Royer

LH:ap: ajw

Box 300
Salem OR 97308
April 10, 1973

Economic Growth Center Demonstration Highway
Program - Progress Reporting

10-35.3/710.121

Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Original signed by
R. M. Arenz
Plan. & Research Engr.

Mr. L. E. Lybecker, Regional Administrator
10-00.313 Portland, Oregon

Mr. Doe's March 19 memorandum requested the submission of a progress report as of March 1 for the subject program.

The "before study" for the two Economic Development Centers (Coos Bay and Ontario) in this State were started on March 16, 1972; an amount of $50,000 was programed for each of these studies at that time. A final report for the before situation in the Coos Bay area has been developed by the Oregon State Highway Division and was approved on January 23, 1973. Some work has been done on this study for the Ontario area. The completion date for the initial study in this area is somewhat uncertain at the present time. The State hopes to accomplish this task during 1973. It is now estimated that the before studies should cost approximately $10,000 for each economic development center.

Preliminary engineering projects have been programed for the development of highway construction projects in each of the economic development growth center demonstration areas. Dates of completion of this work as well as the development of environmental impact statements and the holding of public hearings are indeterminate at this time.

Arenz:bk

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 12, 1973

In reply refer to: 710.121

SUBJECT: Status of the Economic Development Growth Center Demonstration Program

FROM: G. L. Green, Division Engineer
For

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Our Office of Program and Policy Planning, Washington D.C., has requested an update of the status of the Economic Development Growth Center Demonstration Program through September 1, 1973. A previous progress report has been made covering the status of the program as of March 1, 1973. We would appreciate information, as requested on the attached memorandum, on this intervening period. Also attached is our summation of the status as of March 1, 1973.

G. L. Green

Enclosures
Washington DC memo dated 11/15/73
OR Division memo to Region dated 4/10/73

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STATE HWY ENGR
DEC 13 '73
REFER TO
FOR
Info | Inves | R/D | O&R | | | File

RECEIVED
DEC 17 1973
PLANNING SECTION

RFHWA L.E. Lybecker,

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: NOV 15 1973

SUBJECT: INFORMATION: Progress Reporting for the Economic Development Growth Center Demonstration Program

In reply refer to: HPP-10

FROM : Acting Director, Office of Program and Policy Planning
Washington, D. C. 20590

TO : Regional Federal Highway Administrators 1 through

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NOV 19 1973

Our March 12, 1973, memorandum requested brief narrative reports from the States on the progress of their economic growth center demonstration projects through March 1, 1973, and a later progress report covering the March 1 to September 1, 1973, period. As noted in that memorandum, certain important information not provided on the Project Status Record (Form PR-37) is required to allow us to meet the large number of information requests and to manage the demonstration program properly. The following information items are considered to be essential to this purpose:

1. Progress on the "Before Studies;" e.g., estimated starting date, costs, and completion date.

2. Highway project: route location studies completed; miles of highway completed or under construction; environmental impact studies; dates of hearings.

3. "After Study;" how programmed and estimated cost.

4. Problems or issues arising from the studies, PS&E, or construction work.

Those States which have already reported progress through the period ending March 1, 1973, have merely to update their initial reports. It would be of benefit to the overall program if the States could submit their reports within 30 days of receiving this request. The attached list indicates our record of reports submitted to date. Finally, we would like to know those growth centers on which the States intend to take no action.

Robert T. Adams

Attachment

804.2

FORM S-30 (REV. 10-58)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 10, 1974

SUBJECT: Bikeway
Winston-Shady Interchange Section
Coos Bay-Roseburg & Dillard Highways
Douglas County

To: Mr. L.H. Young
Office Engineer

NOTED
E. S. HUNTER

A joint use pedestrian/bicycle facility is included as part of the subject project. In order to qualify the bikeway construction for Federal-aid funds, the following information justifying the facility is offered for submission to the Federal Highway Administration.

Policy

Incorporation of footpaths and bicycle trails is considered on all highway construction projects as required by Oregon law, unless: a bicycle/pedestrian facility is contrary to public safety; the cost of establishment is disproportionate to use; or a sparsity of population indicates an absence of need. This limiting criteria is not applicable in view of the residential build up along these highways. A bike route from the Winston area to the Roseburg area is shown in concept on the attached map.

Purpose and Usage

Potential bicycle usage will primarily be derived from the community of Winston and residential developments along the project. Both recreational and utility usage is anticipated. This section of bikeway will form a segment of the future overall bicycle facilities extending north to the Roseburg area.

Design and Safety Considerations

This will be a Class I, 8-foot-wide bikeway, to be developed in conjunction with the highway project, separated from the tavel

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JAN 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

lanes by distance (24 feet) and a drainage ditch, and on structures by a concrete shoulder barrier. It is contained within the right of way and designed to afford maximum safety to users. Access is available along the way to insure maximum usage. Structurally, the bikeway is designed to withstand the loading of light maintenance vehicles and stresses created by frost action.

Victor D. Wolfe
Location Engineer

JDM:jp
Attach
cc: E.S. Hunter
J.H. Versteeg

8046

FORM S-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 4, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT EIS Statement
Winston-Shady Section
Coos Bay-Roseburg Highway

The final EIS Statement on this project will be submitted to the local FHWA office in about two weeks. Processing and review time by the FHWA is as follows:

1. Two weeks for the local FHWA office.
2. Four weeks at the regional FHWA level.
3. Four weeks at the Washington, D.C., FHWA level.
4. A 30 day review period at the office of the President's Council on Environmental Quality.

Unless review of the final EIS Statement through the FHWA offices can be expedited we will be lucky to make the May 23, 1974, contract letting with this project. This is assuming that there will be no objections to the omission of a sound barrier through the City of Winston.

JHV:jh

NOTED
E. S. HUNTER
cc Young
Keasey
Shirley
1-9-74

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8046 Winston-Shady Intchg. Sec. 1974
of Coos Bay-Roseburg-Dillard #4
Hwys.(grade,pave,struct,sign,sig)

84 9-5-74

1 6-5-73

11-28-73

8046 Winston-Shady Intchg. Sec. 19
of Coos Bay-Roseburg-Dillard
Hwys.(grade,pave,struct,sign,sig

C/A 5084 9-5-74
C/A 4521 6-5-73
R.R. 762 11-28-73

FORM 61-734-2035

file

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8046

Salem, Oregon

May 16, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Winston-Shady Interchange
FAP No. RF-DP-29(23) & RS-582(1)
Contract No. 8046
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

Received
5/17/79

The price adjustment for non-spec. A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	Amt. P.A. #40 - Revised	Recomputed Amount
#27 - Class "B" or "C" A.C. Mixture	$3,000	$6,346.16
#29 - Class "C" in Leveling	-	363.59
#32 - Class "E" A.C. Mixture	See P.A. #37	803.99
Totals	$3,000	$7,513.74

The difference in amounts is $4,513.74. The amount to be credited to the project on a nonparticipating basis is $2,256.87.

MDG:fr

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley Jr.
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

8046

4

March 6, 1979

The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Gentlemen:

A post-final payment for $2,606.81 will be made to Peter Kiewit Sons' Co. on Contract No. 8046 for work on the Winston-Shady Interchange Section of the Coos Bay-Roseburg and Dillard Highways in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,788,380.59 including the post-final payment. Of the total, $51,353.19 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
Alfred Shirley

8046

Memo to the Files

November 1, 1977

R. D. Church
Contract Payment Engineer

Winston-Shady Section
Contract 8046

Final voucher for the subject project was prepared in July, 1977, indicating railroad protection costs of $15,650.49 charged to the contractor.

A recent audit adjustment by Gene Hickam has revealed an additional $16.00 chargeable to the contractor.

In view of the fact that we represented the earlier figure to be final, and, also, since RR protection costs have been a continuing sore spot with the AGC, and after discussing this with John Bond and Dick Hacek, it was decided not to bill the contractor for this negligible amount, but to pay the railroad on a non-participating basis.

RDC:psp

cc: John Bond
Gene Hickam
Dick Hacek

October 31, 1977

The Aetna Casualty & Surety Co.
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

Attention: Bond Department

Gentlemen:

A post-final payment for $2,424.25 will be made to Peter Kiewit Sons' Co. on Contract No. 8046 for work on the Winston-Shady Interchange Section of the Coos Bay-Roseburg and Dillard Highways in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,785,773.78 including the post-final payment. Of the total, $51,353.19 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

80'16

35

Salem, Oregon
Sept. 20, 1977

J. H. Veratteg
Head of Engineering

J. R. Boyd
Right of Way Engineer
BUILDING

Relinquishment
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway
Douglas County

Attached are 2 descriptions covering right of way that is to be relinquished to the City of Winston and Douglas County, as required by Misc. C & A 4528.

The data the State is to furnish the County, as referred to in paragraph 2-b on page 5 of the Agreement, is being assembled and will be transmitted to your office soon.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8046

September 13, 1977

The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Gentlemen:

A post-final payment for $393 will be made to Peter Kiewit Sons' Co. on Contract No. 8046 for work on the Winston-Shady Interchange Section of the Coos Bay-Roseburg and Dillard Highways in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,783,349.53 including the post-final payment. Of the total $51,353.19 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 12, 1977

FROM: R. D. Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8046, Work Completed 8-26-76

Project Winston - Shady Intchge.

Highway Coos Bay-Roseburg & Dillard

Count(y)(ies) Douglas

Type of Work Grading, Paving, Strs, Signing & Sigs.

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date July 14, 1977

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC: eb

cc:
W. J. Hart
R. D. Church

Letter sent to Surety on 7-14-77.

STATE HWY ENG.
JUL 14 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

APPROVED
E. H. Curtis
STATE HIGHWAY ENGINEER
Date 7-14-77

7.46

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 2, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8046

This contract has been finalled. This releases the $10,000 securities deposited in lieu of retainage.

Please notify this office as to the disposition of this deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8046

July 19, 1977

The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Gentlemen:

On July 14, 1977, we wrote to you concerning release of final payment on Contract No. 8046 awarded to Peter Kiewit Sons' Co. for work on the Winston-Shady Interchange Section of the Coos Bay-Roseburg and Dillard Highways in Douglas County.

The total contract amount is $7,782,956.53 including $51,353.19 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

Division-Highway Mtn.
35
1

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

June 21, 1977

Versteeg
Olson
Chesterman
Scott
Swanson
Cavins

RECEIVED
JUN 22 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Mr. Don Trout
Design Office Engineer
Oregon Highway Division, Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (Shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Penny Hobbs at 378-3059.

Sincerely,

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:ms

Enclosure

S. Umpqua-Job No. 79-B
Permit No: 1195
Expiration Date: 08-14-77
Please return by: 07-01-77
Fee: $50

____ Please renew this permit. there is no change in plan from last year.
____ Please renew this permit. Attached are revised application and drawing.
____ I do not wish to renew this permit.

8046

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 2, 1977

Peter Kiewit Sons Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker
Treasurer

Re: All Contracts

The State Treasurer has issued safekeeping receipt 2426, dated April 25, 1977 covering your $1,140,000 in U.S. Treasury Bonds that mature on November 15, 1980. Future changes in the amount applied to various contracts will be handled by this office per project requirements and your direction when reductions are made or projects are finalled.

I would again like to suggest establishment of an unallocated account so that amounts applied to various projects will more truly reflect the amount deposited in lieu of retainage. Example: At the present time you have $1,044,000 deposited in lieu of retainage on contract 8413. The retainage on this project will probably not exceed $65,000, therefore $979,000 could be classified as unallocated and still applied to new contracts at your direction.

Security Summary:

Contract	Amount
8046	$ 10,000
8058	50,000
8119	25,000
8234	10,000
8250	1,000
8413	1,044,000
	$1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: Oregon State Treasurer

bc: C.W . Head
R. Church
C.W. Barrett (Att.)

8046

BOBBY W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 25, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.
Contract 8046

Treasurers Receipt #2323 in the amount of $75,000 is currently applied to contract 8046. We have reduced retainage requirements on this project to $10,000. In accordance with the attached letter will you please reissue new certificates applying $10,000 to contract 8046 and $65,000 to contract 8413.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head (Att.)
R. Church (Att.)
C.W. Barrett (Att.)

NOTED
C. W. HEAD

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

One Thousand Kiewit Plaza
Omaha, Nebraska 68131

April 19, 1977

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: James J. Kinns
Contract Payments Executive

Re: Contract 8046

In reply to your letter of April 14, 1977 regarding the reduction of retainage on Contract 8046, it would be appreciated if you would transfer the released securities ($65,000) to Contract 8413.

Very truly yours,

PETER KIEWIT SONS' CO.

Donald E. Baker
Treasurer

DEB:PC

NOTED
V. E. SKOOG

RECEIVED
APR 22 1977
CONTRACT ACCOUNTING

RECEIVED
APR 21 1977
HIGHWAY ACCOUNTING

8046

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

Peter Kiewit Sons' Inc.
1000 Kiewit Plaza
Omaha, NE 68131

Atterntion: Donald E. Baker
Treasurer

Re: Contract 8046

Retainage requirements on this contract have been reduced to $10,000. You presently have $75,000 deposited in lieu of retainage on this project. $65,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett

8046

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8119, 8250 and 8413.

In accordance with your letter of March 30, 1977, securities released on contract 8119 ($75,000) and contract 8250 ($9,000) have been transferred to contract 8413.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 75,000	-0-	$ 75,000
8058	50,000	-0-	50,000
8119	100,000	(75,000)	25,000
8234	10,000	-0-	10,000
8250	10,000	(9,000)	1,000
8413	895,000	84,000	979,000
	$1,140,000	-0-	$1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

8046

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

March 2, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Peter Kiewit Sons' Co.

We have received the following safekeeping receipts:

Safekeeping Number	Amount	Contract No.
2321	$ 100,000	8119
2322	150,000	8413
2323	75,000	8046
2324	195,000	8413

There is no change in the total amount of securities posted in lieu of retainage on the Kiewit contracts.

VE Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8046

OREGON STATE HIGHWAY DIVISION

March 1, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.

We received Safekeeping receipts 2316 for $10,000, 2317 for $10,000 and 2318 for $120,000. There is no change in the amounts applied to the various contracts.

Security Summary:

Contract	Current Amount
8046	$ 75,000
~~8058~~	50,000
8119	100,000
8234	10,000
8250	10,000
8413	895,000
	$ 1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

NOTED
C. W. HEAD

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

8046

ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

February 24, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8046 and 8119

In accordance with your letter of February 18, 1977 the excess deposits on contracts 8046 and 8119 are being transferred to contract 8413.

Securities Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 270,000	(195,000)	$ 75,000
8058	50,000	-0-	50,000
8119	250,000	(150,000)	100,000
8234	10,000	-0-	10,000
8250	10,000	-0-	10,000
8413	550,000	345,000	895,000
	$1,140,000		$1,140,000

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer, Marie Crowe, Cashier

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8046

OREGON STATE HIGHWAY DIVISION

February 11, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Peter Kiewit Sons', Inc.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker

Re: Contract 8046 and 8119

Retainage requirements on contract 8046 have been reduced to $75,000. You presently have $270,000 deposited in lieu of retainage on this project. $195,000 may be released or transferred to other contracts.

Retainage requirements on contract 8119 have been reduced to $100,000. You presently have $250,000 deposited in lieu of retainage on this project. $150,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett

NOTED

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8046

OREGON STATE HIGHWAY DIVISION

November 9, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

P. B. KLASOE
Administrator of Highways

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe

Re: Peter Kiewit Sons Co.
Contracts 8046, 8259, 8413

Please transfer $200,000 par value bonds deposited in lieu of retainage on our contract 8046 to contract 8250 ($20,000) and 8413 ($180,000). $270,000 par value should remain as a deposit in lieu of retainage on contract 8046.

Vernon E. Skoog
Controller

By _____
Janice H Peterson
Contract Payments Executive

JHP:mm

cc: Peter Kiewit Sons Co.

bc: C.W. Head
R. Church
C. Barrett

11-3-76

8046

LETTER OF APPROVAL AND/OR AUTHORIZATION

F 29(22)
STATE PROJECT NO.
Winston-Shady Section
COUNTY NAME
Douglas
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. F-516

FROM: G. L. Green, Div. Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

STATE HIGHWAY DEPT.
NOV 12 '76
REFER TO
Rubin
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-1-73	Primary 14	Primary 35

GENERAL LOCATION:
Coos Bay-Roseburg Hwy.

GENERAL DESCRIPTION OF WORK:
Utility adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify)
Utility Adjustment

REMARKS

My letter of approval dated 4-23-75 authorized effective June 1, 1973 the actual adjustments for Pacific Northwest Bells telephone facilities. Based on information furnished by Mr. Cartwright's letter of 10-18-76 documenting change in plans, verbal notification of conflict and the actual cost billing from the Utility, the second adjustment for Pacific Northwest Bell is approved. Reimbursementwill be on an actual cost basis of $4,119.20 - Federal funds $2,566.00 under the provisions of FHPM 1-4-4.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-3-76	G. K. Hammes for	Division Administrator

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-421-696

8046

15

OREGON STATE HIGHWAY DIVISION

October 27, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Peter Kiewit Sons Co.
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker

Re: Contract 8046

Retainage requirements on your contract 8046 with the Highway Division have been reduced to $270,000. Presently, you have $470,000 in Securities in lieu of retainage pledged to this contract. Please request transfer of $200,000 of these securities to another contract, or their return, in writing.

Vernon E. Skoog,
Controller

By_____
Janice H. Peterson
Contract Payments Executive

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

8041.0

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

2174 NE Stephens St.
Roseburg, Oregon 97470

RECEIVED
OCT 8 1976
LEGAL

October 5, 1976

NOTED
JACK L. SOLLIS

Mr. Jack Sollis
Ass't. Attorney General
Salem, Oregon 97310

Re: Winston - Shady Intch.
Contract No. 8046
Douglas County

Attached is the warrantee for Sign Finish on subject project. One copy of the warrantee is being sent to Jack McCormick, District Engineer in Roseburg.

Very truly yours,

Curtis H. Duval
Resident Engineer

MJG/jls

cc: Construction Engineer
Regional Engineer
District Engineer w/attachment
A. W. Bates
File

Form 81-734-3122

JSI:ob
3/5/64

RECEIVED
JUL 6 1976
CURTIS H. DUVAL
Res. Bridge Engr.

WARRANTY
SIGN FINISH

THIS WARRANTY, made by Industrial Plating

of Seattle, Washington,

hereinafter called "Warrantor," in favor of the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State";

W I T N E S S E T H:

RECITALS:

1. State is constructing (constructing or improving) the Winston-Shady Interchange (name and designation of section) on the Coos Bay-Roseburg-Dillard Highway, State primary (primary or secondary) Highway No. 42 & 99, in Douglas County, Oregon, which project includes installation of sign panels with hinac (porcelain enamel or hinac) finish.

2. Under the provisions of Contract No. 8046, pertaining in part to installation for said project of the sign panels with hinac (porcelain enamel or hinac) finish and entered into by State and Peter Kiewit Sons' Co. of Vancouver, Washington, hereinafter called "Contractor," Contractor is required to furnish to the engineer for State a written warranty from the manufacturer of the finish on said panels warranting against spalling, discoloration or fading for a period of ten years from the date of acceptance by State of Contractor's work under said Contract No. 8046.

JSI:ob
3/5/64

3. Warrantor is the manufacturer of the finish of certain of the panels with hinac (porcelain enamel or hinac) finish to be installed by Contractor as heretofore set forth and agrees to warrant said panels coated by it in favor of State, as required in the special provisions of said Contract No. 8046 between State and Contractor.

NOW, THEREFORE, in consideration of the sale by Warrantor and the purchase by Contractor of those panels coated by Warrantor, or the coating by Warrantor of those panels furnished for coating by Contractor, said panels in each case to be installed by Contractor under Contract No. 8046 with State as part of the construction (construction or improvement) of the _____ (name and Winston-Shady Interchange designation of section) on the Coos Bay-Roseburg-Dillard Highway, State primary (primary or secondary) Highway No. 42 & 99 in Douglas County, Oregon, and in consideration of the acceptance from Contractor and use by State of said panels coated by Warrantor, Warrantor does hereby warrant and guarantee the _____ hinac (porcelain enamel or hinac) finish of panels coated by it and so purchased by Contractor and accepted and used by State against any and all spalling, discoloration or fading whatsoever for a period of ten years from the date of acceptance by State of Contractor's work under said Contract No. 8046 between State and Contractor. In every case in which any spalling, discoloration or fading of any such panel occurs within said ten-year period, Warrantor shall, forthwith upon receipt of written notice of such spalling, discoloration or fading, from either State or Contractor, replace said panel

JSI:ob
3/5/64

F.O.B. the State Sign Shop in Salem, Oregon, regardless of the extent of spalling, discoloration or fading. Of the total panel cost, Warrantor shall pay that part which bears the same proportion to the total panel cost as the part of the ten-year period remaining after the date of written notice of the occurrence of any such spalling, discoloration or fading bears to the whole ten-year period, and State shall pay the remaining part of the total panel cost.

Upon receipt of the replacement panel and the installation thereof, the defective panel, disassembled and free of legend, will be made available to the Warrantor F.O.B., Salem, Oregon.

It is expressly understood and agreed that the warranty and obligations herein set forth are made and undertaken by Warrantor to and for the benefit of the State, and may be enforced either by Contractor or by State, or by both Contractor and State.

IN WITNESS WHEREOF, Warrantor has set its hand as of this 25 day of February, 1975.

INDUSTRIAL PLATING CORPORATION

Terry B Mann

WARRANTOR

ATTEST:

A. T. MacRae

DESIGNATION OF REGISTERED

AGENT

The undersigned Industrial Plating Corporation, a Washington Corporation 2411 6th Avenue South, Seattle, Washington hereby designates Henry H. Hewitt, of 900 SW 5th Avenue, Portland, Oregon 97204 as its resident agent in the State of Oregon to act as its attorney-in-fact for the sole purpose of accepting service of process within the State of Oregon for and on behalf of the undersigned in connection with any claim or suit on account of or in connection with its furnishing of material and services to Coral Corp., an Oregon Corporation 135 East Hereford St. Gladstone, Oregon.

DATED at Seattle, Washington this 20th day of December, 1972.

INDUSTRIAL PLATING CORPORATION

By W.A. Shafer
W.A. Shafer, its President

8046

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved, O M B No. 04-R3069
MONTHLY TRANSACTION NUMBER 9-111		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 1	9-27-76	Project Number RF-DP-29(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 13 ,19 74 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,266,869 1,438,700 EGC	$ 7,607,875 1,438,700 EGC
Federal funds	$ 4,240,357 RF	$ 4,508,684 RF
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September ,19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
Acting
Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 695-813

Oregon State Highway Division
Salem, Oregon, September 21, 1976

Federal-Aid Project
No. RF-DP-29(23)

Winston-Shady Interchange Section
Coos Bay-Roseburg Hwy. in Douglas County

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 1487+00 thru Equa. 1497+13.66 = 1178+91.51 to 1338+40)

Subtotal on previous estimate of August 7, 1974			$3,853,631.50
Additional Approved Items			
SFO 2 Work by SPT Co.	All Required		10,000.00
EWO 12 A.C. Slope Paving	All Required		12,022.29
EWO 14 Construct Sidewalk Handrail	All Required		7,648.11
PA 12 Granular Backfill	9,475 cu.yd.	2.29	21,697.75
PA 17 Concrete Inlets, Type G-2	7 only	500.00	3,500.00
PA 19 Adjust Sign and Signal Pole	Lump Sum		4,090.39
PA 22 Flagmen	1,710 hour	9.78	16,723.80
PA 22 Flagmen	4,722.5 hour	13.54	63,942.65
PA 22 Flagmen	464 hour	14.72	6,830.08
PA 24 Construct 12'X10' RCDC	Lump Sum		97,822.00
	Increase		$ 244,277.07
	Subtotal		$4,097,908.57
	Engineering		482,091.43
	Total		$4,580,000.00
Structures same as previous estimate of August 7, 1974			$3,027,875.00

Length of Roadway - - - - - - - - - -	3.015 Miles
Length of Structures (3)- - - - - - -	0.197 Mile
Total - - - - - - - - - - - - - - - -	3.212 Miles
Cost of Roadway Per Mile- - - - - - -	$1,519,071.31

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,580,000.00	$3,581,100.00	$ 998,900.00
Structures	3,027,875.00	2,366,284.00	661,591.00
Total	$7,607,875.00	$5,947,384.00	$1,660,491.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
E.G.C.	106	$1,840,947.00	$1,438,700.00	$ 402,247.00
Rural Primary	073	5,766,928.00	4,508,684.00	1,258,244.00
	Total	$7,607,875.00	$5,947,384.00	$1,660,491.00
Group 1	80%			
Group 8	3%			
Contract No.	8046			
Prefix No.	10-1046			

8046

STATE COPY

Form Approved; O.M.B. No. 04-R3089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-47, 8-48	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
PROJECT REPORT NO.	8-13-74	COUNTY
5		Douglas
		PROJECT NO.
		RF-DP-29(23)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 at Glen Hart Ave. in Winston, NE 3.21 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		D
RIGHTS-OF-WAY		
CONSTRUCTION	6-18-74	3.212
OTHER (Specify)		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,266,869	EGC 1,438,700 $ RF 4,240,357

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hurtt

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. K. Hoerner
(Division Engineer)
for G. L. Green

Date executed by Division Engineer AUG 13 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project No. RF-DP-29(23)

WINSTON-SHADY INTERCHANGE SECTION

COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, August 7, 1974

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 1487+00 to Sta. 1497+13.66 Bk = Sta. 1178+91.51 Ah to Sta. 1338+40)

Mobilization	All Required (80%)		$ 536,000.00
Furnishing Field Laboratory	1 only (80%)		4,000.00
Temporary Protection and Direction of Traffic	All Required (90%)		45,000.00
Temporary Signs	1,000 sq.ft.	11.00	11,000.00
Temporary Barricades	77 only	45.00	3,465.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	4,600 lin.ft.	6.00	27,600.00
Temporary Guide Posts	40 only	6.00	240.00
Flagmen	2,970 hours	9.00	26,730.00
Clearing and Grubbing	All Required (90%)		67,500.00
Removal of Structures and Obstructions	All Required (50%)		35,000.00
Ditch Excavation	8,230 cu.yd.	2.50	20,575.00
Embankment Foundation Excavation	18,435 cu.yd.	1.50	27,652.50
Embankment in Place	238,030 cu.yd.	2.00	476,060.00
Extra for Selected Topsoil Material	1,200 cu.yd.	6.00	7,200.00
Trench Excavation	6,230 cu.yd.	10.00	62,300.00
Finishing Roadbed and Slopes	All Required (90%)		9,000.00
Obliteration of Roadway	5,380 sq.yd.	0.50	2,690.00
Watering	1,435 M-gal.	5.00	7,175.00
Soil Sterilization	800 lb.	3.00	2,400.00
Aggregate Shoulders	12,050 ton	4.60	55,430.00
Plant Mix Aggregate Base	25,570 ton	6.00	153,420.00
Lime Treated Subgrade	122,220 sq.yd.	0.45	54,999.00
Lime For Treated Subgrade	1,380 ton	60.00	82,800.00
Cement Treated Base Mixture	66,430 ton	4.80	318,864.00
Portland Cement in CTB Mixture	3,650 ton	60.00	219,000.00
Asphalt in Seal	187 ton	125.00	23,375.00
Class B or Class C Asphalt Concrete Mixture	41,000 ton	8.20	336,200.00
Class E Asphalt Concrete Mixture	8,490 ton	9.50	80,655.00
Class C Asphalt Concrete Mixture in Leveling	890 ton	13.00	11,570.00
Asphalt Cement in Mixture	3,320 ton	85.00	282,200.00
Portland Cement Additive in Class E Mixture	82 ton	90.00	7,380.00

Asphalt in Tack Coat	16 ton	140.00	2,240.00
Class A Concrete in Box Culverts	50 cu.yd.	150.00	7,500.00
Reinforcement in Box Culverts	7,300 lb.	0.43	3,139.00
8-inch Culvert Pipe	1,928 lin.ft.	6.00	11,568.00
12-inch Culvert Pipe	1,926 lin.ft.	6.50	12,519.00
18-inch Culvert Pipe	786 lin.ft.	11.00	8,646.00
24-inch Culvert Pipe	650 lin.ft.	15.00	9,750.00
36-inch Culvert Pipe	26 lin.ft.	30.00	780.00
120-inch Culvert Pipe	220 lin.ft.	200.00	44,000.00
8-inch Sewer Pipe	458 lin.ft.	6.00	2,748.00
12-inch Sewer Pipe	2,162 lin.ft.	10.00	21,620.00
15-inch Sewer Pipe	390 lin.ft.	12.00	4,680.00
18-inch Sewer Pipe	142 lin.ft.	15.00	2,130.00
21-inch Sewer Pipe	900 lin.ft.	18.00	16,200.00
24-inch Sewer Pipe	1,730 lin.ft.	21.00	36,330.00
36-inch Sewer Pipe	220 lin.ft.	35.00	7,700.00
42-inch Sewer Pipe	220 lin.ft.	43.00	9,460.00
48-inch Sewer Pipe	270 lin.ft.	55.00	14,850.00
Extra for Pipe under Pavement	140 lin.ft.	25.00	3,500.00
Bedding Material	410 cu.yd.	8.00	3,280.00
Concrete Manholes	17 only	800.00	13,600.00
Special Manholes, Type 2	4 only	2,400.00	9,600.00
Special Manholes, Type 3	1 only	3,200.00	3,200.00
Special Manholes, Type 5	1 only	9,000.00	9,000.00
Concrete Inlets, Type "CG-1"	41 only	300.00	12,300.00
Concrete Inlets, Type "G-1"	13 only	350.00	4,550.00
Concrete Inlets, Type "G-1" Modified	24 only	450.00	10,800.00
Concrete Inlets, Type "G-2MA"	14 only	500.00	7,000.00
6-inch Drain Pipe	4,950 lin.ft.	2.50	12,375.00
8-inch Drain Pipe	642 lin.ft.	3.50	2,247.00
Special Filter Material in Drains	425 cu.yd.	12.00	5,100.00
Guard Rail, Type 2A	1,895 lin.ft.	12.00	22,740.00
Guard Rail, Type 3	85 lin.ft.	26.00	2,210.00
Guard Rail Anchors, Type 1	3 only	450.00	1,350.00
Guard Rail Anchors, Type 2	5 only	330.00	1,650.00
Rail End Pieces, Type A	9 only	20.00	180.00
Rail End Pieces, Type B	5 only	45.00	225.00
Rail End Pieces, Type C	3 only	135.00	405.00
Street Barricade	3 only	1,000.00	3,000.00
Type 2 Fence	2,220 lin.ft.	2.00	4,440.00
42-inch Chain Link Fence	88 lin.ft.	10.00	880.00
Concrete Walks	3,650 sq.yd.	10.00	36,500.00
Concrete Driveways	920 sq.yd.	12.00	11,040.00
Concrete Curbs	360 cu.yd.	97.00	34,920.00
Concrete Islands	60 cu.yd.	100.00	6,000.00
Extra for Asphalt Approaches	85 only	100.00	8,500.00
Concrete Barrier, Standard	1,200 lin.ft.	18.00	21,600.00
Concrete Barrier, Non-standard	270 lin.ft.	32.00	8,640.00

Paved Culvert End Slopes	570 sq.ft.	3.00	1,710.00
Drainage Curbs	1,140 lin.ft.	2.00	2,280.00
Loose Riprap - Class 50	1,080 cu.yd.	10.00	10,800.00
Loose Riprap - Class 100	140 cu.yd.	20.00	2,800.00
Loose Riprap - Class 700	7,125 cu.yd.	12.00	85,500.00
Grouted Riprap	960 cu.yd.	35.00	33,600.00
Filter Blanket	883 cu.yd.	8.00	7,064.00
Guide Posts	231 only	20.00	4,620.00
Adjusting Manholes	10 only	200.00	2,000.00
Roadside Seeding and Mulching	20 acre	500.00	10,000.00
Signing			
Removal of Existing Sign Installation	All Required (75%)		3,750.00
Painted Wood Sign Posts	All Required (75%)		7,500.00
Sign Support Footings	All Required (92%)		18,400.00
Breakaway Sign Posts	All Required		12,000.00
Single Sign Supports	All Required (75%)		22,500.00
Cantilever Sign Structure, Sta. 1179+35 Lt.	All Required		17,000.00
Type A Signs in Place	1,056 sq.ft.	15.00	15,840.00
Type C, D, and R Signs in Place	751 sq.ft.	15.00	11,265.00
Type E, F, G, and I Signs in Place	229 sq.ft.	15.00	3,435.00
Type EE Signs in Place	80 sq.ft.	15.00	1,200.00
Type U Signs in Place	49 sq.ft.	15.00	735.00
Amber Flashers in Place	2 only	500.00	1,000.00
Sign Illumination Equipment	All Required (50%)		5,000.00
Pavement Arrows	2 only	300.00	600.00
Traffic Signals			
Traffic Signal Installation, Complete	All Required		86,000.00
			$3,840,771.50
Additional Items			
Permanent Striping	All Required (84%)		840.00
Stage Construction Striping	All Required (70%)		700.00
Temporary Erosion Control	All Required (84%)		2,520.00
On-the-Job Trainees (11 @ $800)	All Required		8,800.00
		$	12,860.00
Subtotal			$3,853,631.50
Engineering			385,362.50
Total			$4,238,994.00

Type Code X020
Bridge (No. 1986A)(Sta. 1218+42 to Sta. 1219+52)

Bridge Removal Work	All Required		$ 3,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	240 cu.yd.	5.00	1,200.00
Structure Excavation Below Elevations Shown	20 cu.yd.	5.00	100.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish HP 10x42 Steel Piling	3,800 lin.ft.	6.50	24,700.00
Drive Steel Piles	3,800 lin.ft.	3.00	11,400.00
Class A Concrete (920 cu.yd.)	All Required		140,000.00
Reinforcement (173,400 lb.)	All Required		80,000.00
Reinforced Concrete Bridge End Panels	480 sq.yd.	50.00	24,000.00
Pedestrian Handrail	152 lin.ft.	30.00	4,560.00
			$ 303,960.00

Type Code X081
Bridge (No. 1923A)(Sta. 1233+62 to Sta. 1239+24)

Bridge Removal Work	All Required		$ 2,000.00
Shoring, Cribbing, Etc.	All Required		200,000.00
Structure Excavation	2,400 cu.yds.	5.00	12,000.00
Structure Excavation Below Elevations Shown	200 cu.yd.	10.00	2,000.00
Furnish Pile Driving Equipment	All Required		10,000.00
Furnish HP 12x53 Steel Piling	1,700 lin.ft.	8.00	13,600.00
Drive Steel Piles	1,700 lin.ft.	3.00	5,100.00
Class A Concrete (1,280 cu.yd.)	All Required		260,000.00
Class AA Concrete (1,480 cu.yd.)	All Required		280,000.00
Double Seal Expansion Joint	110 lin.ft.	250.00	27,500.00
120'/125' Bulb Tee Prestressed Beams	9 only	8,000.00	72,000.00
130'/135' Bulb Tee Prestressed Beams	18 only	8,000.00	144,000.00
Reinforcement (487,400 lb.)	All Required		210,000.00
Prestressing Steel (61,800 lb.)	All Required		105,000.00
Reinforced Concrete Bridge End Panels	370 sq.yd.	50.00	18,500.00
Pedestrian Handrail	605 lin.ft.	30.00	18,150.00
Metal Rail	1,125 lin.ft.	20.00	22,500.00
Impact Attenuator (Hi-Dro Cushion Cells)	All Required		32,000.00
12-inch Culvert Pipe, Conduit	44 lin.ft.	6.00	264.00
8-inch Culvert Pipe	90 lin.ft.	5.00	450.00
			$1,435,064.00

Type Code X381
Bridge (No. 2173A)(Sta. 1315+42 to Sta. 1319+12)

Bridge Removal Work	All Required		$ 15,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	2,500 cu.yd.	5.00	12,500.00
Structure Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Special Footing Backfill	1,100 cu.yd.	6.00	6,600.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish HP 10x42 Steel Piling	2,100 lin.ft.	6.50	13,650.00
Drive Steel Piles	2,100 lin.ft.	3.00	6,300.00
Class A Concrete (2,340 cu.yd.)	All Required		350,000.00
85'/90' Type III Prestressed Beams	3 only	6,000.00	18,000.00
90'/95' Type IV Prestressed Beams	41 only	6,000.00	246,000.00
Reinforcement (565,000 lbs.)	All Required		245,000.00
Reinforced Concrete Bridge End Panels	650 sq.yd.	50.00	32,500.00
CL-6R Chain Link Fence, Modified	500 lin.ft.	40.00	20,000.00
8-inch Culvert Pipe, Conduit	130 lin.ft.	5.00	650.00
12-inch Culvert Pipe, Conduit	65 lin.ft.	6.00	390.00
			$ 983,590.00
			$2,722,614.00

Additional Items

Railroad Protective Cost	All Required	$ 30,000.00
		$ 30,000.00
	Subtotal	$2,752,614.00
	Engineering	275,261.00
	Total	$3,027,875.00

Length of Roadway - - - - - - - - - - -	3.015 miles
Length of Structures (3)- - - - - - -	0.197 mile
Total Length of Project	3.212 miles
Cost of Roadway Per Mile - - - - - -	$1,405,968.16

rogram
Total
Total
Group 8 -
3046
)46

ad Costs
ol Testing
l Controller
s
Island

Retained in Program Status

Other Railroad Costs	All Required	$ 10,000.00
Signal Control Testing	All Required	500.00
Remove Signal Controller	All Required	100.00
Bikeway Signs	All Required	200.00
Landscaping Island	All Required	400.00
	Subtotal	$ 11,200.00
	Engineering	1,120.00
	Total	$ 12,320.00

Summary

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,238,994.00	$3,312,773.00	$ 926,221.00
Structure	3,027,875.00	2,366,284.00	661,591.00
Subtotal	$7,266,869.00	$5,679,057.00	$1,587,812.00
Retain in Program	12,320.00	9,628.00	2,692.00
Total	$7,279,189.00	$5,688,685.00	$1,590,504.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
EGC	$1,840,947.00	$1,438,700.00	$ 402,247.00
Rural Primary	5,425,922.00	4,240,357.00	1,185,565.00
Subtotal	$7,266,869.00	$5,679,057.00	$1,587,812.00
Retained in Program			
Rural Primary	12,320.00	9,628.00	2,692.00
Total	$7,279,189.00	$5,688,685.00	$1,590,504.00

Group 1 - 86% Group 8 - 3%

Contract No. 8046

Prefix: 10-1046

WINSTON-SHADY INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,000.00

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8086 LETTER OF APPROVAL AND/OR AUTHORIZATION 9-17-76

FEDERAL AID PROJECT NO.: RF-DP-29(23)&RS-582(1)

FATE PROJECT NO.: Winston Shady Interchange

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-9 & EGC 542

COUNTY NAME: Douglas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Ruben
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-18-74	8-25-76	Primary 15	Primary 35

GENERAL LOCATION:
City of Roseburg.

GENERAL DESCRIPTION OF WORK:
Furnish and install bikeway signing.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-26-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 11 in the amount of $1,800 - Federal Funds $1,400.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-17-76	G. K. Green	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

State Printing

Coul

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Winston-Shady Intr.	WEEK ENDING: September 3, 1976
		SECTION PREFIX: 10-1046
	HIGHWAY: Coos Bay-Roseburg & Dillard	COUNTY: Douglas
NAME OF JOB: Winston-Shady Interchange	KIND OF WORK: Grading, Paving, Structures, Signing and Signals	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 8046	FEDERAL AID PROJECT NUMBER: RF-DP-29(23) & RS-582(1)
DATE OF CONTRACT: July 31, 1974	DATE WORK STARTED: August 16, 1974	ESTIMATED COMPLETION DATE: September 3, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 725	CALENDAR DAYS USED: 721
PROJECT AUTHORIZAT ON: $ 8,465,640.19	SPECIFIED COMPLETION DATE: August 10, 1976	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $ 7,863,639.12	ENGINEERING AUTHORIZATION: $ 602,001.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,778,865.17	THIS WEEK: 1,309.44 ENGINEERING COST TO DATE: $ 567,032.39	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: September 3, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	100	100	100

	GRADING	SURFACING	LIFE SUBGRADE	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.21	3.21	3.21		3.21
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.21	3.21	3.21		3.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	284,700 CY	116,750 Ton	146,000 SY		58,890 Ton
TOTAL QUANTITIES CORRECTED TO DATE	253,170 CY	114,940 Ton	163,786 SY		58,115 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	253,170 CY	114,940 Ton	163,786 SY		58,115 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Backhoe; Broom; End dump.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1923A	1986A	2173A					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Fair	1		
MONDAY 30	Fair	1		
TUESDAY 31	Fair	1		
WEDNESDAY 1	Fair	1		
THURSDAY 2	Fair	1		
FRIDAY 3	Fair	1		
SATURDAY 28	Fair	1		

Routing
Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
SEP 7 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 29	No work.
MONDAY 30	No work.
TUESDAY 31	No work.
WEDNESDAY 1	Excavating "fat" spots in "E" mix, 1176-79, 1496 and 1207-08.
THURSDAY 2	Shaping ditches and general cleanup throughout project.
FRIDAY 3	Patching A.C. with "C" mix where "fat" spots had been excavated.
SATURDAY 28	No work.

REMARKS

SIGNED _____ LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7316

#8046

35

Salem, Oregon
August 11, 1976

J. M. Versteeg
Road Design Engineer

J. E. Boyd
Right of Way Engineer
BUILDING

49374 - Fisher (Umpqua Devel. Corp.
Winston - Shady Inter. Sect. C.P.)
Coos Bay - Roseburg Highway
Douglas County

Attached is a description, an authorization, R/W prints and your correspondence pertaining to a drainage easement for the subject contract project, as requested by Region 3.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

#8046

35

Form 81.784.5030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 9, 1976

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: File 49163

Winston-Shady Inter. Sec.
Coos Bay-Roseburg Highway
Douglas County

B U I L D I N G

Attn: Floyd O. Scott

Subject property owner would not agree to the sign location easement so the sign was located within our existing R/W. The file is hereby canceled.

File No.	Name	Area
49163	Ison, A. M. & Hazel	50 sq. ft. ±

AE
nn
cc: A. Shirley
V. Wilson
Title
Appraisal
Frank Lowe
A. Riveness

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 09 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8046

8-3-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

R[illegible]-29(23)&PS-582(1)

STATE PROJECT NO.: Winston-Shady Interchange

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-9 & EGC-542

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '76
REFER TO
FOR
Info | Inv | R/W | D/E | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-18-74	7-20-76	Primary Route 15	Primary Route 35

GENERAL LOCATION:

City of Roseburg

GENERAL DESCRIPTION OF WORK:

Approximately 10 acres of seeding and mulching.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-20-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 13 in the amount of $5,000 - Federal Funds $3,900.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-76	[signature]	Division Administrator

[illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

35

#8046

Form 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 22, 1976

FILE:

FROM: Alfred Shirley, Jr.
Regional Engineer

TO: R/W Section, Salem

SUBJECT: Winston- Shady Intr. Section
Coos Bay- Roseburg HWY.
Douglas County
Agreement Date: June 27, 1972
Contract No. 8046

Regarding subject project, I wish to call your attention to the provisions set forth in agreement between Douglas County and the State of Oregon, dated June 27, 1972. Specifically, paragraph 3 under THINGS TO BE DONE BY COUNTY calls for the county to "...accept all State's right, title and interest in that portion of the existing Coos Bay- Roseburg Highway referred to in paragraph 5 under THINGS TO BE DONE BY STATE" of the same agreement.

As this section of highway is now nearing completion, please implement the necessary procedures to transfer this parcel to the local entity of government.

zc: Maintenance
: Construction
: Design
: Res.Eng'r.(Bates)

Versteeg ✓
Olson
Pedersen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 26 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return To.
Bring Up
Other

#8016

35

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and State Highway Engineer

Roseburg, Oregon
July 22, 1976

Board of Commissioners
Douglas County Courthouse
Roseburg,Oregon 97470

Attn: Mr.George Grubb,
Dir.Public Works

Re:Coos Bay- Roseburg Highway
South Umpqua River to Carnes
Road Section of Winston-
Shady Intr.Project.

Gentlemen:

Under date of June 27, 1972, the State and Douglas County entered into an agreement for construction of subject project within your jurisdictional boundry. The agreement provided that certain roads/streets would be revised as a result of the construction. It also provides that, upon completion of the project, the County would assume all maintenance, jurisdiction, and control of these roads/streets and that State would transfer to County all State's right, title, and interest therein by completion of the required documents.

The project is soon to be completed, and by this notice these roads/streets shall pass to you for jurisdiction, maintenance and control on August 1, 1976.

If you or your representative would like to review this matter, please contact me at your earliest convenience so we may conclude our obligations.

Very Truly Yours,

Alfred Shirley, Jr.
Regional Engineer

zc:Maintenance
:Construction
:Right of Way
:Design
:Res.Eng'r(Bates)

1 Versteeg
2 Olson
3 Dial
Scott
Swenson
Savage
Trout

RECEIVED
JUL 26 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Form 61-7345123

#8046

35

FORM 61.724.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

July 20, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: Curtis H. Duval
Resident Engineer

SUBJECT: Type "U" Signs
Winston-Shady Intchge. Sec.
Douglas County
Contract 8046

Attached are the drawings for the type "U" signs that you submitted to this office for approval.

Due to the variety of sizes and types of city street name signs, it has been our policy to make the cities responsible for street name signs. This policy permits conformancy for street name signs throughout a city.

To include these signs in the contract, a price agreement should be drawn up and FHWA approval obtained.

The Traffic Section is responsible for all preliminary sign plans and to obtain the various approvals required. We then transmit the plans to the Road Design Section for preparation of the contract sign plans. All shop drawings for sign designs are the responsibility of that office and should be sent to J. H. Versteeg.

L. E. George
Traffic Engineer

ELS:rj
Attachment

cc: J. H. Versteeg
Alfred Shirley, Jr.

REFERRED TO
Board 10/13 Rose
Cole 1 Sample 7/23
Erikson Wersell
Mager Waite
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL. 2 1 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

South Umpqua River
Douglas County
c/r OSHD #79

Winston-Shady Interchange
Coos Bay-Roseburg & Dillard Hwys.
Douglas County

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Expires: 8-14-77

MATERIAL REMOVAL PERMIT NO. 1195 - Renewal

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions listed on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 279.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

Stan Hamilton
for William S. Cox, Director

July 13, 1976
Date

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1195.

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. The operation in the South Umpqua River shall be conducted behind a berm or sheet pile sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream between October 15 and June 15.

4. The stream shall not be diverted from the natural bed.

5. Waste materials and spoils shall be placed above the bankline.

6. Only clean, erosion resistant rock from an upland source shall be used as riprap.

7. Waste waters from the project shall meet the terms of the DEQ permit.

8. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 13, 1976

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 384591

P. O. DATE: 6-14-76

NO. INVOICES: 3

OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

J. H. Versteeg, Room 223, State Highway Building, Salem, OR 97310

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
	007-66			

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
		734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED. IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

TERMS

F.O.B. DELIVERY REQUIRED

LINE	QUANTITY UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	08		RENEWAL Removal/Fill Permit Rec. 79-8 Winston-Shady Interchange Coos Bay-Roseburg & Dillard Hwys. Douglas County South Umpqua R. & Winston Overflow			$50.00	10-1046-900P

Verified by the Ob... Items are within Current Budget Allowance — DATE: 6-14-76

APPROVED — DATE: 6-14-76

I Certify these Items are Authorized by the Dept. of General Services

AUTHORIZED AGENT SIGNATURE — DATE: 6-14-76

RECEIVED BY: — DATE

ORIGINATOR

FORM 81-734-1036

Form 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 7, 1976

FILE: ENV 2-1

FROM: Donna Kilber, Project Manager
Environmental Section

SUBJECT: Monitoring Construction of Slater Creek-Mystic Creek

TO: MEMO TO THE FILE

Eb Engelmann, Regional Environmentalist, and I did an onsight inspection of the construction activity and environmental safeguards being used on this project, on July 6, 1976. Most activity is occurring on the west end of the project at this time, with concentration on the two bridge crossing sites. (Photos in the file.)

The major environmental concern during this time of the year is turbidity. Stream flow is very low and particulates are remaining suspended in the water. We inspected the most westerly stream crossing, below which turbidity remained high even though the last in-stream activity occurred over a week earlier and the water was now flowing clear in the immediate vicinity of the crossing. In general, however, the stream was clear in the construction area. At the eastern bridge crossing the stream had been diverted and holding ponds were being used effectively.

Exposed surface far exceeded the 17 acres recommended by FHWA guidelines. However, erosion does not appear to be a problem during this season and the resident engineer assured us that erosion control measures would be in effect by fall.

Three of the waste sites were examined. They appear to be prepared in accordance with the procedure described in the EIS. Rock armoring of the streamside face is not yet in place.

The resident engineer, Al Bates, reported that the contractor was very cooperative. Bates also reported coordinating some unforeseen in-stream work with local Fish and Wildlife personnel. I was satisfied that appropriate measures are being taken at this time to insure the integrity of the environment. The major test of their effectiveness, however, will come in the fall of this year.

We examined a materials storage area. This was on private land leased by the contractor and was adjacent to the stream. This was not addressed in the EIS and has potential for negative impacts. It appears at this time that the contractor is taking appropriate measures. It would seem advisable to address these areas in future E'S's if at all possible.

DK:sz

cc: Gary A. Potter
George Ramjoue'
Dieter Dykman
Eb Engelmann

RECEIVED
JUL 09 1976
ROAD

REFERRED TO
Board, Reed, Cole, Semple, Erikson, Walter, Hager, Watts
Return Discuss Do File Copy Use
BY FINAL DESIGN ENGINEER

Versteeg, Olson, Scott, Swenson, Trout

Requires Reply
Requires Approval
Receiver Keep
Do not File

8046 6-30-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

RF-DF-29(23) & RF-582(1)

STATE PROJECT NO.
Winston-Shady Interchange

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-9 & EGC-542

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-18-74	6-18-76	Primary Route 15 Coos Bay-Roseburg Hwy Primary 35

GENERAL LOCATION:
City of Roseburg

GENERAL DESCRIPTION OF WORK:
Install four advance traffic signal detector loops Station 1298+85 and 1306+75.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~ ~~XXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 6-21-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 12 at a total ~~estimated cost~~ of $750 - Federal Funds $870.

RECEIVED
STATE HWY ENGR
JUL 2 '76
REFER TO
Public
FOR
Signature

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-76	G. K. Green	Division Administrator

FHWA PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

June 10, 1976

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

Highway Division
Design Section
Highway Bldg.
Salem, OR 97310

Attn: Don Trout

Re: Peter Kiewit Sons' Company

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plan drawing on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review, but a cross section of the project area should be submitted to complete our file. An example is enclosed for your information. If you plan to do other work or modify your earlier plans, please complete the attached application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. 1188 OSHD 79-A
Expiration date 8-14-76
Please return by 7-1-76
Fee $50.00

____ Please renew this permit. There is no change in plan from last year. A cross section is enclosed.

____ Please renew this permit. Attached are revised application and drawing.

6-8-76 I do not wish to renew this permit.

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

June 10, 1976

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

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WILLIAM S. COX
Director

Highway Division
Design Section
Highway Bldg.
Salem, OR 97310

Attn: Don Trout

Re: Peter Kiewit Sons' Company

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If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. 1196 OSHD 79-C
Expiration date 8-14-76
Please return by 7-1-76
Fee $50.00

____ Please renew this permit. There is no change in plan from last year. A cross section is enclosed.

____ Please renew this permit. Attached are revised application and drawing.

__X__ I do not wish to renew this permit.

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

June 10, 1976

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

Highway Division
Design Section
Highway Bldg.
Salem, OR 97310

Attn: Don Trout

Re: Peter Kiewit Sons' Company

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plan drawing on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review, but a cross section of the project area should be submitted to complete our file. An example is enclosed for your information. If you plan to do other work or modify your earlier plans, please complete the attached application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:wp

Enclosure

Permit No. 1314 OSHD 79
Expiration date 8-9-76
Please return by 8-14-76
Fee $50.00

_____ Please renew this permit. There is no change in plan from last year. A cross section is enclosed.

_____ Please renew this permit. Attached are revised application and drawing.

I do not wish to renew this permit.

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

June 10, 1976

Highway Division
Design Section
Highway Bldg.
Salem, OR 97310

Attn: Don Trout

Re: Peter Kiewit Sons' Company

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

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If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. 1195 OSHD 79-B
Expiration date 8-14-76
Please return by 7-1-76
Fee $50.00

ALH Please renew this permit. There is no change in plan from last year. A cross section is enclosed.

_____ Please renew this permit. Attached are revised application and drawing.

_____ I do not wish to renew this permit.

8046

35

Salem, Oregon
May 18, 1976

J. H. Versteeg
Road Design Engineer

J. R. Boyd
Right of Way Engineer
BUILDING

49163 - Icon
Winston - Shady Interchange Section
Coos Bay - Roseburg Highway
Douglas County

Attached is a description, an authorization, R/W prints and your correspondence pertaining to a sign easement for the subject contract project, which was requested by Region 3.

BY: F
Floyd O. Sc
Right of W Description Engineer

FOS:md

Attach.

Salem, Oregon
March 26, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Curtis Duval
Resident Engineer

Approved Sign Shop Drawings
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County
Contract No. 8046

Enclosed are three sets of approved shop drawings for additional Type "U" signs on the above named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Ed Rief for shop inspection purposes and one set sent to Coral Corporation for fabrication of the signs.

WGB:jh
Attachments
cc: C. T. Keasey
Alfred Shirley
W. G. Beard

U

OREGON STATE HIGHWAY DIVISION
Roseburg, Oregon

Scanfid

DATE 3/12/76

PROJECT Winston - Shady Interchange

BRIDGE NO. _____ CONTRACT NO. 8046

TO: L.E. Graves Attention _____

Traffic Engineer

Salem, Oregon

NOTED

[X] ATTACHED

[ ] UNDER SEPARATE COVER

[ ] Reinforcing Steel [ ] Handrail

[ ] Structural Steel [ ] Drains or Catch Basins

[ ] Prestress Beams

[X] Other
Road Signs

APPROVED: SHEET NOS. _____

APPROVED AS NOTED: SHEET NOS. _____

RETURNED FOR CORRECTION: SHEET NOS. _____

FOR YOUR APPROVAL: SHEET NOS. Proposed drawings of changed road signs.

FOR YOUR REVIEW: SHEET NOS. _____

REMARKS: _____

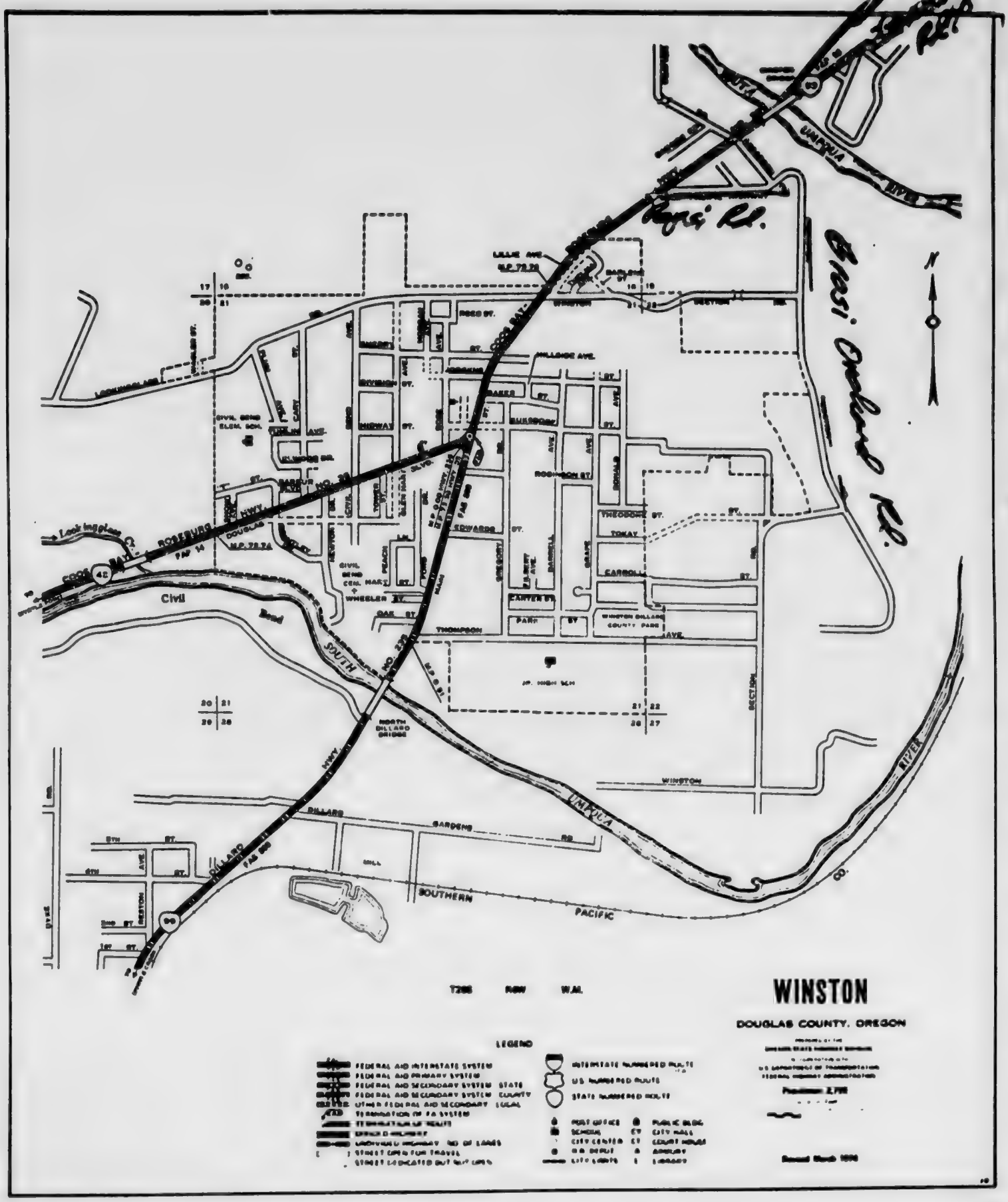
PLEASE SEND THIS OFFICE 3 COPIES OF CHECKED AND CORRECTED SHEET NOS. of all the signs drawings submitted.

cc: C.T.Keasey
A.Shirley
(2) file

RECEIVED
MAR 15 1976
TRAFFIC ENGINEERING

By Jim N. Thex
for
Curtis H. Duval,
Resident Engineer

NOTED
W. G. BEARD


Rogue R.
Grassi Creek Rd.
UMPQUA RIVER
ROSEBURG
Civil
Road
SOUTH
NORTH
PILLARD
GARDENS
SOUTHERN
PACIFIC
WINSTON
T28S R6W W.M.
WINSTON
DOUGLAS COUNTY, OREGON
LEGEND

8046

February 11, 1976

Mr. William C. Wolke
Luoma, Kelley, Woodruff & Wolke
P. O. Box 937
Roseburg, OR 97470

Dear Mr. Wolke:

This is in response to your January 27 letter concerning access to the Luman Ballance property located at 5291 S. W. Dillard Highway, Roseburg, Oregon.

548-H

The barricades at each end of this roadway segment are necessary to provide turning movements and access in the safest manner. Two new approaches have been constructed near each end of this segment which will provide the same accesses as those now barricaded.

By agreement dated June 27, 1972 with Douglas County, this portion of the old highway has been abandoned by the Oregon State Highway Division. It is now under the jurisdiction of Douglas County and is designated as a county road.

Signs have been prepared and will be placed at the two connections to the new alignment. The signs will indicate "GRANGE ROAD" (which is the new official county road name for the now titled S. W. Dillard Highway). Sign legends will be easily read from either direction at each access connection.

The westerly access connection will have a left-turn refuge for westbound traffic.

At the easterly access connection, the close proximity to the Green District intersection prevents construction of a left-turn refuge but left-turn movements can be made from the 16-foot median area, providing a safe and easy access to Grange Road.

Implementation of the items discussed will be as soon as possible, or as construction progress allows.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)
Jack Sollis
Alfred Shirley
Alfred Bates

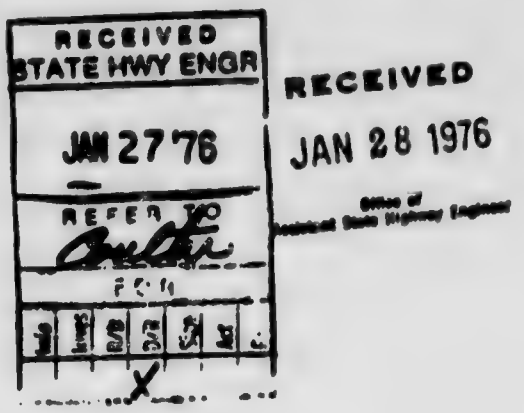
JA:cw ja

LAW OFFICES
LUOMA, KELLEY, WOODRUFF & WOLKE
SUITE 808 PROFESSIONAL CENTER
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

GEORGE LUOMA
DONALD S. KELLEY
WARREN A. WOODRUFF
WILLIAM C. WOLKE

TELEPHONE 672-5544
AREA CODE 503

January 26, 1976



RECEIVED
JAN 28 1976

Highway Division
State of Oregon
State Highway Building
Salem, Oregon 97310

Gentlemen:

This firm represents Mr. and Mrs. Luman Ballance who own property on the Pacific Highway, old 99, approximately three miles north of Winston. Mr. and Mrs. Ballance have operated a business known as Midway Auto Sales there for some years. The street address is 5291 S.W. Dillard Highway, Roseburg, Oregon. The realignment of the Winston-Shady section of the Pacific Highway has resulted in moving the main highway to the west and it now by-passes the Ballance property. The only access to the Ballance property is along the old highway which is barricaded at each end.

I am writing to the State at this time as Mr. and Mrs. Ballance have come to me and indicated that since the new highway was opened in November their business has dropped dramatically. For instance gross automobile sales for the last four months of 1975 were as follows:

1975	
September	$ 10,740.00
October	10,875.00
November	5,065.00
December	600.00

Mr. and Mrs. Ballance indicate that for the last five years their business has always operated at a profit ranging from $7,000 to $17,000. During 1974 the net profit was $13,528 despite a serious gas shortage. If gross sales were to remain at the $600.00 per month level, they would show a net loss.

Mr. and Mrs. Ballance have had numerous repeat customers tell them that they have had a terrible time finding their lot and have had to turn around and come back to attempt to find the access I have personally inspected the access to the Old Highway 99 and find a barricade at either end. It is entirey unmarked although

65H

some distance beyond the barricade there appears to be a space where one could cross onto the old highway. Right now the barricades appear to be temporary and we are taking this opportunity to advise you of the problem before permanent barricades are erected.

Because I assume you will take this letter to the Assistant Attorney General advising you, I can advise that I am aware that the normal rule is that when the Highway Department merely reroutes the highway, thus diverting traffice, this is not a taking requiring compensation. However, the law is also clear that total deprivation of access is the equivalent to a taking, requiring compensation. It has also been held that a substantial or material impairment or interference with an abutting owner's right of reasonable access by public authorities is a taking of his property even though he is not totally deprieved of all access. (26 Am Jur 2d, Eminent Domain §200) It would certainly be possible to have the north and south entrances to the frontage road revamped so that passing motorists who want to go to the Ballance property could figure out how to get there. I would suggest errecting signs designating this as business route, painting markings on the highway and also replacing the barricades with a stop sign for traffic entering the new highway from the old. It appears to me that if the permanent resolution of the frontage road situation here remains the same as the temporary situation, then the State will have substantially and materially impaired the access to the Ballance property and would be required to pay damages therefor.

I would appreciate hearing from you as to what resolution of this matter we can expect.

Very truly yours,

LUOMA, KELLEY & WOLKE

William C. Wolke

WCW:da
cc: Mr. and Mrs. Luman Ballance
Mr. Alfred W. Bates
Resident Engineer

8046

Form 81.755.0050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

December 5, 1975

FROM: Alfred W. Bates,
Resident Engineer

SUBJECT: Winston-Shady Intr.
Coos Bay-Roseburg & Dillard Hwys.
Douglas County
Contract 8046

TO: MEMO TO FILES

The manager for Winston-Dillard Water District, Mr. Mills, informed me that the water line crossing the Umpqua River at the Green Meadow Trailer Court had been de-activated.

RECEIVED
STATE HWY ENG
DEC 10 '75
REFER TO
FOR
Info | Invest | R/D | R/W | Sig | File

cc: Alfred Shirley, Jr.
Gary Kennen

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

cc: H.S. Coulter
J.L. Sallis

8046 12-3-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-29(22)

STATE PROJECT NO. Winston-Shady Interchange

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-516

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	October 9, 1975	Primary Route 14

STATE ROUTE NUMBER: Coos Bay-Roseburg Highway Route #35

GENERAL LOCATION:
US 99 Winston N. E. 3.61 miles

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Pacific Power & Light Company's power lines effective October 9, 1975. Reimbursement on an actual cost basis estimated to be $3,540 - federal funds $2,768 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of March 17, 1972 approved this project for inclusion in the federal-aid program and authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the FHPM.

I approve the agreement with the Pacific Power and Light Company consisting of your Regional Utilities Engineer's verbal notice, the Utilities November 18, 1975 letter and the plans and estimate furnished by Mr. Cartwright's November 24, 1975 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-3-75	W. C. R. Bernhardt	Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

#8046

RECEIVED
STATE HWY ENGR
OCT 6 75
REFER TO
FOR

COM 3

Winston-Dillard Water District
Post Office Box 460
Winston, OR 97496

October 3, 1975

Gentlemen:

This letter will confirm my verbal message of September 29 to your office and the office of your attorney, Mr. Thomas Kolberg, that the date of October 1, 1975 for turning off the water in that section of pipe affected by your permit will be extended to October 15, 1975.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc Clyde Terra
Leonard Baker
LeRoy Limbaugh
Thomas Kolberg

bc H. S. Coulter, w/attach.
Jack Sollis "

RECEIVED
OCT 6 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

MARK P. O'DONNELL
ATTORNEY AT LAW
811 N. W. 19th Avenue
PORTLAND, OREGON 97209

MARK P. O'DONNELL
THOMAS A. GERBER

Area Code 503
TELEPHONE 223-4092

September 30, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re: Winston-Dillard Water District -
Green Meadow Trailer Park

Dear Mr. Shirley:

This letter will confirm our telephone conversations of September 29, 1975 in regard to the above matter. I advised you that my client and the Roberts Creek Water District are presently extending every effort to establish a prompt and satisfactory permanent or temporary source of water to the mobile home park from the Roberts Creek Water District. The District is presently considering a proposal that, if satisfactory, should solve all the problems in the very near future.

I understand that the October 1, 1975 deadline is to be extended for fifteen days. Be assured that my client and Roberts Creek Water District will extend every effort to solve this problem as soon as possible.

I will keep you advised as matters progress.

Thank you very much for your cooperation.

Sincerely,

Thomas A. Gerber
TAG:nm

cc: Mr. Clyde Terra

cc: A.W. Bolles
Sent cc

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

September 18, 1975

Winston-Dillard Water District
Post Office Box 460
Winston, OR 97496

Gentlemen:

Relocation or Removal of Water Main
from State Highway Right-of-Way

There has been considerable correspondence recently with your District regarding a water main located on state highway right-of-way in the Winston-Shady Section of the Dillard Highway in Douglas County.

This is to notify you that pursuant to Section 7 of Permit No. 3221 issued January 22, 1951, the District must relocate a portion of its water main now located on state highway right-of-way in order to allow reconstruction of the highway now in progress, including assumption of the costs thereof; or, in the alternative, to remove the pipeline from the state highway right-of-way as provided in Section 7.

If neither of these alternatives are accepted by the District, the Highway Division will remove the pipe and bill the District for the costs thereof.

We have attempted to work with the District to resolve this problem. Since a resolution has not been reached, this action must be taken. The Highway Division cannot bear the costs of relocating the pipe as this would be an improper expenditure of highway funds.

If the above requested action is not taken by the District by October 1, 1975, the Highway Division will turn off the water in that section of pipe affected (as provided in Section 11 of the permit) and remove the pipe from the highway and bill the cost to the District (as provided in Section 7).

Very truly yours,

A Shirley Jr.
N. S. Coulter
Assistant State Highway Engineer
Region Engr.

Form 01.736.0122

F8046

R

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 24, 1975

FILE:

NOTED
H. S. COULTER

FROM:

TO: ~~MEMO TO FILES~~

RECEIVED
STATE HWY. ENG.
JUL 25 75
RETURN TO
FOR

SUBJECT: South Umpqua River
and Overflow Structures
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

ADDENDUM TO MEMO TO FILE, 11/8/74

Recently, another proposal to handle the flooding problems experienced by the upstream property owners on the Winston flood plain was forwarded to C.T. Keasey, Construction Engineer, from Alfred Shirley, Jr., Region 3 Engineer. It involves construction of a 12' x 10' RCBC through the highway, improvement of the existing drainage channel downstream from the reconstructed overflow bridge, and construction of a small drain ditch along the upstream side of the highway leading directly to the river.

Before commenting on this proposal, a resume of history on the flood plain and events leading up to the present time is in order.

1. Prior to the 1933 reconstruction of the highway across the floodplain, the highway was at or near ground level with cross drainage carried by three pipe culverts and two box culverts, with an outfall ditch leading from the box culverts to the river.

2. In 1933, reconstruction raised the highway five to six feet across the floodplain with cross drainage handled by one 24-inch culvert and a bridge 95 feet in length located at the above-mentioned outfall ditch.

3. History has it that residents of the area complained that the highway formed a dike across the floodplain and would cause unnecessary flooding upstream of the highway, and they continued to express their dissatisfaction throughout the years.

RECEIVED
JUL 28 1975
Office of Assistant State Highway Engineer

4. A Corridor and Design Public Hearing was held on October 28, 1969 at Winston to present the subject of the Winston-Shady Interchange Section. Many comments were received and letters written regarding the flooding problems "caused" by the highway dike, with requests for additional openings through the highway.

REFERRED TO
Coulter
BY DEPUTY STATE HIGHWAY ENGINEER

5. The proposed design for the section did not provide additional openings through the highway, but did replace the overflow bridge with another bridge more efficient hydraulically and approximately the same length. It was decided during early design stages to maintain the highway grade at its existing elevation so as not to change the existing flood pattern.

6. Many of the homes in the floodplain both upstream and downstream from the highway were constructed after the floods of 1950 and 1953; therefore, it was a legal opinion that owners had no basis for complaint relative to flood damage as a result of the highway fill across the flood plain.

7. A contract was let for the construction of this section and shortly thereafter the resident engineer was contacted by a resident of the floodplain who indicated that if construction started he would obtain an injunction to stop work on the project. His concern was that no additional openings had been provided to reduce the flooding problems.

8. A legal opinion based on a recent study of drainage law stated that any change in the natural flow pattern of flood waters across the floodplain caused by our highway (in this instance) subjected us to the possibility of inverse condemnation proceedings or other types of claims. The danger of liability would increase if the present increase in flood activity continued. As a result of this opinion, another study was made to determine how much the pattern had been changed and what alternatives were possible to reach a reasonable compromise.

9. A report was submitted, dated September 26, 1974, which defined the problem and recommended an additional overflow structure 150 feet in length near Station 1216 together with a 12' x 8' box culvert near Station 1212 in the natural overflow channel. Also mentioned was the need for area residents to improve the outlet ditch from the overflow bridge downstream to the river.

10. An addendum to this report was submitted on November 8, 1974 which attempted to define the hydraulic effects to be expected downstream from the proposed additional overflow structures. Legal counsel for the Highway Division felt that insofar as State law was concerned, the downstream residents would have to accept the waters passed on to them by the proposed structures much the same as they would if the 1933 reconstruction had not occurred, except that now we would be obligated to warn them in sufficient time to allow them to make preparation for future flood waters. Legal counsel for the Federal Highway Administration felt that from the standpoint of federal environmental law at least, we could not transfer the flooding from the upstream landowners' property to the downstream landowners' property. FHWA counsel also questioned whether or not the State counsel's analysis on the rights of downstream owners under State law was correct. Both counsels agree that the law is unclear in this area.

This brings everything up-to-date with the revised proposal submitted by Region 3 personnel to the Construction Engineer. This proposal does not attempt to solve all the flood problems on the upstream side of the highway and has no logical reasoning behind the sizing of the proposed 12' x 10' RCBC. The impact to be expected downstream as discussed in the Addendum to the File November 8, 1974 will be largely eliminated by using a 12' x 10' RCBC instead of a 150-foot bridge. This plan was submitted to Mr. Harrison Winston, an area resident, as a proposed solution to relieve a portion of the flooding that they experience. He has stated verbally and by letter that he felt this would probably alleviate the principal complaints of the community and, hopefully, the probability of flooding caused by the highway construction.

The proposed ditch along the highway leading directly to the river will prevent the major buildup of water in the trailer court and homes upstream from the highway and will allow the flood waters to drain in a much shorter period of time. The improved outlet ditch from the overflow bridge, which will include double 96-inch CMP culverts through Helweg Road and the 12' x 10' RCBC under the mainline, will prevent buildup of waters above the highway for the majority of floods which enter the floodplain about two miles upstream. After major floods like the 1964 flood, all these improvements

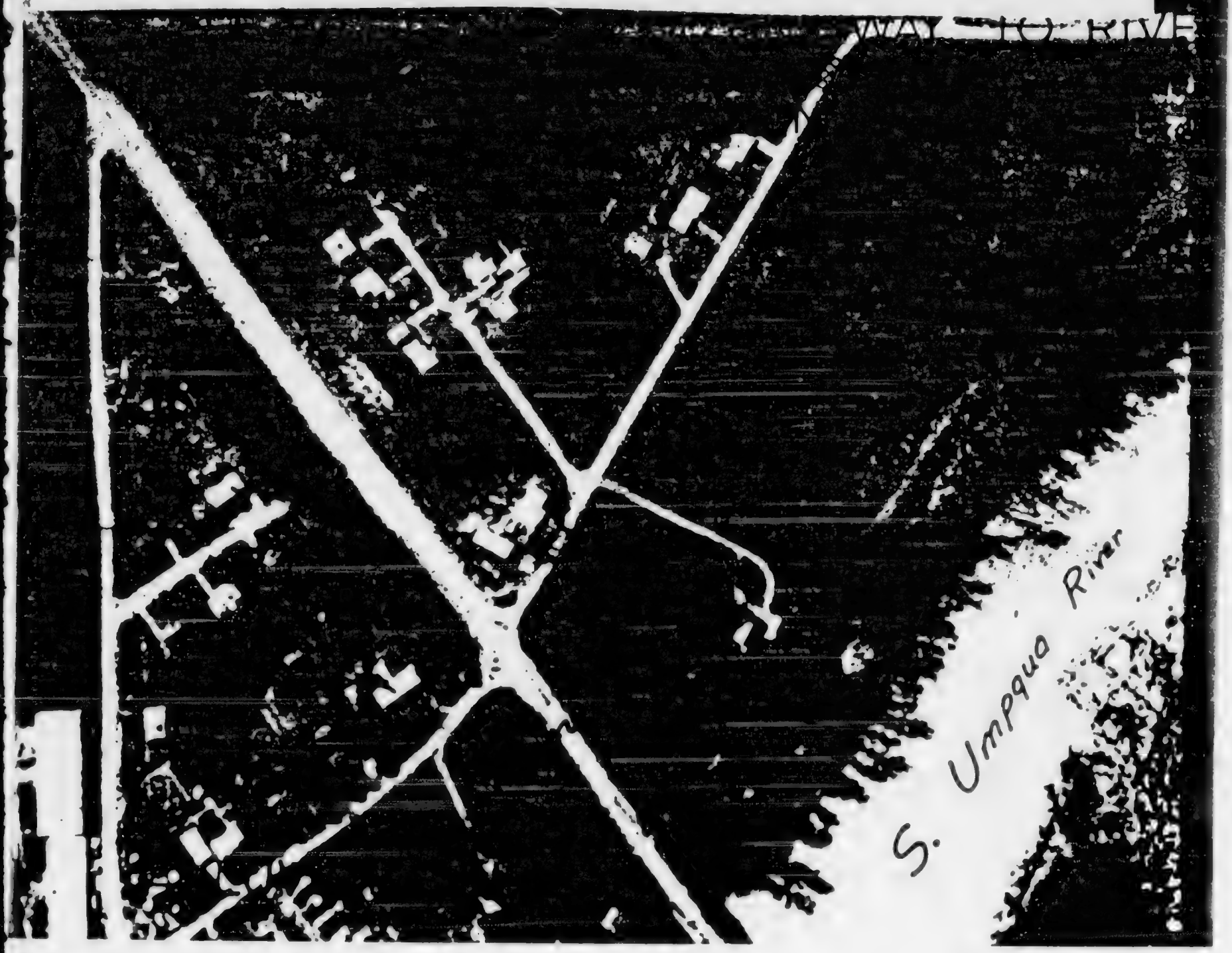
and additions will allow a more rapid drainage of flood waters. It should be noted that during major floods like the 1964 highwater, the entire area is inundated from overflow of the river banks which cannot be controlled by anything less than the construction of the Days Creek Dam upstream on the South Umpqua River.

Richard L. Lenz
Hydraulics Engineer

Attach:

RLL:jp
cc Victor D. Wolfe
E.S. Hunter
C.T. Keasey
Alfred Shirley, Jr
Pat Randolph

NOT FILMED
ORIGINAL IN
FILE



STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Roberts Creek
Douglas County
Winston-Shady Interchange
Coos Bay-Roseburg & Dil ... Hwys.
Roberts Cr. & Roberts
Overflow
Expires: 8/14/76

MATERIAL REMOVAL PERMIT NO. 1196 - Renewal

PEMER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

July 16, 1975
Date

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1196

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. At the project's completion the stream shall be placed in a single channel.

3. Areas of streambank disturbance shall be seeded or planted with grass.

4. Only clean, erosion resistant rock from an upland source shall be used as riprap.

5. Fish passage shall be maintained in Roberts Creek.

6. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 16, 1975

Coos Bay-Roseburg
Hilland Highway
Douglas County
RP [illegible],1196

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P.O.Box 1777, Vancouver, WA 98660 (206) 693-1411
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riverbed or riverbank material. Fill is rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Removal is for bridge construction, ~~Material source~~, channel change. Fill is for riprap construction

e) ~~Source of Material Proposed~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974

~~Fill~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

RECEIVED
AUG 8 1974
DIVISION OF STATE LANDS
SALEM, OREGON

Location.

a) Name of Stream as Listed on Map ~~South Umpqua River, Winston Overflow,~~ Roberts Creek, Roberts Creek Overflow

b) Tributary of --

c) Located in See Plans Title Sheet (Legal Description) of Section 11, 15, 16, 21 Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

* Fisher Bar Borrow Source on Sheet 2G should be revieved with this application. It is not known at this time, however, whether or not it will be used.

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

Vanstrom
McClain
Tompkins
Scott
Swanson
L. Olsen
Trout

RECEIVED
JUN - 5 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

June 4, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 79-C

Permit No.	1196
Expiration date	8-14-75
Please return by	7-1-75
Fee	$50

DFT Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

_____ I do not wish to renew this permit.

Winston-Shady Interchange
Coos Bay-Roseburg & Dillard
Highways
Roberts Cr. & Roberts Cr.
Overflow

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Roberts Creek
Douglas County

Expires: 8-14-75

MATERIAL REMOVAL PERMIT NO. 1196

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

August 14, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1196

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. ( ) a. The river shall not be diverted from its present channel.
(x) b. At the project's completion, the stream shall be
(x) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(x) xx GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Fish passage shall be maintained in Roberts Creek.

(x) 11. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity or damage to natural resources occur.

August 14, 1974

Job Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Douglas County
RP [illegible],1196

REMOVAL, FILL, [illegible] APPLICATION

Name of Contractor: Peter Kiewit Sons' Company (Please Print)
Corporate Name or Individual

P.O.Box 1777, Vancouver, Wa 98660 (206) 693-1011
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riverbed or riverbank material. Fill is rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~Sink Log, Rock~~ Use of Removal and/or Fill Removal is for bridge construction, Material Source, channel change. Fill is for riprap construction.

e) ~~Storage, Waste, Disposal~~

f) Disposal of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Dates~~ Awarded: July 31, 1974
~~Time~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations

Location.

a) Name of Stream as Listed on Map ~~South Umpqua River, Winston Overflow~~ Roberts Creek, Roberts Creek Overflow

b) Tributary of [illegible]

c) Located in Sec. Plat Sheet 11, 15, of Section 16, 21 Twp. 28 S R. 6 W.
(Legal Description)

d) Map - Contractor's [illegible]

Mail to: Mr. J. H. Verntson, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

RECEIVED
AUG 5 1974
DIVISION OF STATE LANDS

4. Fisher Bar Borrow Source on Sheet 2G should be [illegible] is not known at this time, however, whether or [illegible]

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

South Umpqua River
Douglas County

Winston-Shady Interchange
Coos Bay-Roseburg & Dillard
S. Umpqua River & Winston
Overflow
Expires: 8/14/76

MATERIAL REMOVAL PERMIT NO. 1195 - Renewal

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

July 16, 1975
Date

141-11-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1195.

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. The operation in the South Umpqua River shall be conducted behind a berm or sheet pile sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream between October 15 and June 15.

4. The stream shall not be diverted from the natural bed.

5. Waste materials and spoils shall be placed above the bankline.

6. Only clean, erosion resistant rock from an upland source shall be used as riprap.

7. Waste waters from the project shall meet the terms of the DEQ permit.

8. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 16, 1975

Coos Bay-Roseburg
Dillard Highway
Douglas County
RD 1195, #19b

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P.O.Box 1777, Vancouver, WA 98660 (206) 693-1411
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riverbed or riverbank material. Fill is rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Removal is for bridge construction, Material source*, channel change. Fill is for riprap construction.

e) ~~Source of Material if Applicable~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974

~~Fill~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

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AUG 6 1974
DIVISION OF STATE LANDS
SALEM, OREGON

Location.

a) Name of Stream as Listed on Map South Umpqua River, Winston Overflow, ~~Roberts Creek, Roberts Creek Overflow~~

b) Tributary of ---

c) Located in See Plans Title Sheet (Legal Description) of Section 11, 15, 16, 21 Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

* Fisher Bar Borrow Source on Shoot 26 should be reviewed with this application. It is not known at this time, however, whether or not it will be used.

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Winston-Shady Int.
Coos Bay-Roseburg & Dillard Hwys.
Fisher Bar
South Umpqua River
Douglas County

Expires: 8/14/76

MATERIAL REMOVAL PERMIT NO. 1188 - Renewal

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

July 16, 1975
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1188

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream except to place riprap between June 15 and October 15.

4. The stream shall not be diverted from the natural bed.

5. All potholes or removal pits shall be connected to the stream at the end of season's work.

6. Material shall not be removed to a depth greater than the floor of the adjacent streambed.

7. Waste materials and spoils shall be placed behind previously constructed berms.

8. Areas of streambank disturbance shall be seeded or planted with grass.

9. Only clean, erosion resistant rock from an upland source shall be used as riprap.

10. Waste waters from the project shall meet terms of the DEQ permit.

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natu resources.

July 16, 1975

b Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Douglas County

RP ~~#05-1101~~ 1188

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P.O.Box 1777, Vancouver, WA 98660 (206) 693-1911
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riverbed or riverbank material. ~~Fill is rock riprap.~~

b) Estimated Quantity (Removal) ~~Over 50 Cu. Yds.~~ 100,000 (Fill) ~~Over 50 Cu. Yds.~~

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~of Proposed Use~~ of Removal and/or Fill Removal ~~is~~ for bridge construction, Material source*, ~~channel change~~. ~~Fill is for riprap construction.~~

e) ~~Source of Material Proposed for Use~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974
~~Fill~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map South Umpqua River, ~~Winston Overflow, Roberts Creek,~~ Roberts Creek Overflow

b) Tributary of --

c) Located in See Plans Title Sheet of Section 11, 15, 16, 21 Twp. 28 S R. 6 W.
(Legal Description)

d) Map - Contractor's Plans

* Fisher Bar Borrow Source on Sheet 2G should be reviewed with this application. It is not known at this time, however, whether or not it will be used.

RECEIVED
AUG 8 1974
DIVISION OF STATE LANDS
U.S.

Mail to: Mr. J. M. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

PURCHASE ORDER

STATE OF OREGON

PAGE ___ OF ___

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 354858

SHIP TO: J. H. Versteeg, Room 222, State Highway Building, Salem, Oregon 97310

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
436 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 6-6-75

NO. INVOICES: 3

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
	007-00			

CLASS	FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
			734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B. | DELIVERY REQUIRED | TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	RENEWAL				
			REMOVAL/FILL PERMIT NOS. 79-A, B and C				
			Winston-Shady Interchange				
			Coos Bay-Roseburg & Dillard Hwys.				
			Douglas County				
			Roberts Cr. & Roberts Cr. Overflow			$ 50.00	
			S. Umpqua R. & Winston Overflow			50.00	
			Fisher Bar 7-18-75			50.00	
						$150.00	10-1046-900P

I Certify the Above Items are within Current Budget Allowance — DATE

ORDERED BY:

APPROVED — 6-6-75

6-6-75

I Certify that the Above Items are Authorized by the Department of General Services — DATE 6-6-75

DATE 6-13-75

FORM 61-734-1834

ORIGINATOR

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

South Umpqua River
Douglas County
Hwy. Job No. 79

Expires: 8/9/76

MATERIAL REMOVAL PERMIT NO. RP 1314 - Renewal

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

July 11, 1975
Date

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1314.

1. The operation shall be conducted in a manner that will prevent a turbidity increase of more than 5 JTU's over background.

2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream.

4. The stream shall not be diverted from the natural bed.

5. All potholes or removal pits shall be connected to the stream at the end of season's work.

6. Material shall not be removed to a depth greater than four feet below the floor of the adjacent streambed.

7. Waste materials and spoils shall be placed above the bankline.

8. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 11, 1975

OSMD Permit No.: 19 01 1317
Job Name: Winston-Shady Intchg. Coos Bay-Roseburg & Dillard Highways Russell Ber

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P. O. Box 1777, Vancouver, WA 98660 (206) 695-1478
Address Zip Telephone No.

Signature of Contractor — General Supt.
(Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~and/or Placed in Fill~~ Gravel.

b) Estimated Quantity (Removal) Approx. 200,000 Cu. Yds. Maximum ~~(Fill)~~.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal ~~and/or Fill~~ As a possible source of aggregate for surfacing material.

e) ~~Source of Fill (If Applicable)~~

f) ~~Disposition of Materials Removed (If Applicable)~~

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974
~~Fill~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations

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AUG 8 1974
DIVISION of STATE LANDS
PO #31475

Location.

a) Name of Stream as Listed on Map South Umpqua River

b) Tributary of --

c) Located in See Plans (Legal Description) of Section 29 Twp. 28 S R. 6 W

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

PURCHASE ORDER

STATE OF OREGON

ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H340473

P. O. DATE

5-20-75

J. H. Yerstone, Room 223, State Highway Building, Salem, Oregon 97310

NO. INVOICES

3

OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
435 HIGHWAY BUILDING, SALEM, OREGON 97310

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
	007-00			

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.	
		734	

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.	DELIVERY REQUIRED	TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	REMOVAL/FILL PERMIT OSHD NO. 79			$50.00	10-1046-900P
			RENEWAL				
			Winston-Shady Interchange				
			Coos Bay-Roseburg & Dillard Hwys.				
			Douglas County				
			Rummell Bar				

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these items are authorized by the Dept. of General Services	DATE
ORDERED BY:	5-20-75		5-20-75
APPROVED	5-20-75		

FORM 81-734-1036

ORIGINATOR

#8046

DIVISION OF STATE LANDS

Waterway Management
Phone 378-3054

OFFICE OF THE DIRECTOR

502 WINTER STREET NE. • SALEM, OREGON • 97310 • Phone 378-3805

July 10, 1973

OREGON STATE LAND BOARD
TOM McCALL
Governor
CLAY MYERS
Secretary of State
JAMES A. REDDEN
State Treasurer
WILLIAM S. COX
Director

Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed are conditions to apply to the use of Fisher Bar as a borrow source for work near the South Umpqua River.

However, the natural resource agencies strongly recommend that the other borrow sources be used for these projects instead of Fisher Bar.

Sincerely,

DIVISION OF STATE LANDS
William S. Cox, Director

Jan Haley

(Mrs.) Jan Haley
Waterway Permit Supervisor

JH/gh

Enc.

Versteeg
A. Olson
Copy Turpin
Scott
Copy Swanson
R. Olson
T
RECEIVED
JUL 1
ROAD
Copy to Bridge

Highway Job 79(a)
Kingston-Shady Interchange
Fisher Bar- Borrow Source

PRELIMINARY
ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1188

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be ( ) LEVELED (x) CONNECTED TO THE RIVER upon completion of a season's work ~~each~~ _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACEDor
(x) xx GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream ~~from~~ except as stated in No. 10 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

(x) 8. Material shall not be removed to a depth greater than [0 feet ( ) ABOVE (x) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER (x) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Riprap may be placed June 15 to October 15.

(x) 11. This permit does not authorize the return of waste waters from any operation

( )xxx. employed to wash or process materials removed under this permit.

(x) 12. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts with other users occur.

July 10, 1973

Hig xy Job 79 (b)
Winston-Shady Interchange
South Umpqua River and Winston overflow

PRELIMINARY
ATTACHMENT "A"

Special Conditions checked apply to Material Removal/Fill Permit No. 1195

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm in the S. Umpqua or sheet pile sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
( ) _____GRASS ___SHRUBS ___TREES SHALL BE PLANTED ~~prior to~~ _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Oct. 15 to June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

(x) 11. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts with other users occur.

July 10, 1973

Highway Job 79(e)
Baxter-Shady Interchange
Roberts Creek and Roberts Creek
Overflow

PRELIMINARY
ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1196

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. ( ) a. The river shall not be diverted from its present channel.
(x) b. At the project's completion, the stream shall be
(x) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(x) xx GRASS ___SHRUBS ___TREES SHALL BE PLANTED _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Fish passage shall be maintained in Roberts Creek.

(x) 11. The Division of State Lands retains the right to temporarily halt or modify the ( ) operation should excessive turbidity, damage to natural resources, or conflicts with other users occur.

Salem, Oregon
June 27, 1975

Frank E. Terpin
Final Design Engineer

Winston-Shady Section
Douglas County

Ed Johnson, Special Studies & Cost Engr.
Construction Section

Per your request I am returning to you the data on the subject project covering the box culvert and overflow channel cleanout. A meeting is scheduled for Friday, June 27, between Mr. Wolfe, Mr. Shirley and Mr. Hunter. They will be discussing the course of action to take.

FET:jh
cc: Alfred Shirley
W. E. Cole

8046

ROW-10-4 R

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

June 25, 1975

Winston-Dillard Water Dist.
P. O. Box 460
Winston, OR 97496

Water Main Conflict
Winston-Shady Intchge. Sec.
Dillard Highway
Douglas County

Dear Sir:

Reference is made to Regional Utility Engineer Gary Kennen's letter of June 12, 1975 which set forth a section of 8-inch water main on the Dillard Highway between Highway Stations 1147+00 and 1153+50 which had been exposed by the State's Contractor. The apparent shallow depth of the main and its poor condition could result in damage by our highway construction. It is the State's recommendation that the main be replaced prior to completion of our construction. The water main is located on State Highway right of way under permit, therefore, the cost of replacement would be borne by your District.

I have been verbally advised by Mr. Kennen and your attorney Thomas W. Kolberg's letter of June 19, 1975 confirms that the District does not have funds available at this time for the replacement of the water main. The State feels that it would be in the best interest of the public and the Winston-Dillard Water District to replace the water line at this time. The State, therefore, proposed that the replacement of the water main be performed by the State's contract as an Extra Work item. The installation would be performed in conformance to specifications set forth by the Water District.

The State in the first place would pay its contractor the actual cost of the water main installation. It is further proposed that the State and the Winston-Dillard Water District enter into an agreement whereby the District would repay the State in three equal payments the actual cost of the water main installation. These three payments would be made on or before July 1, 1976, July 1, 1977 and July 1, 1978.

Form 81-704-3133

If the above proposal meets with the approval of the Winston-Dillard Water District Board of Directors, please advise and we will proceed with the actual relocation of the water main and preparation of a draft agreement between the State and the Water District.

If further information or assistance is required, please contact Mr. Gary Kennen, Regional Utility Engineer, 1523 S.E. Cobb St. (P.O. Box 1128), Roseburg, OR 97470, Telephone 672-6541.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jk

cc: Mr. Thomas W. Kolberg

bc: R. L. Schroeder
Alfred Shirley, Jr.
A. W. Bates
Gary Kennen

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
P. O. BOX 1205
ROSEBURG, OREGON 97470

MAILING ADDRESS
P. O. BOX 1205
AREA CODE 503
TELEPHONE 673-5541

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON P. CALEY
THOMAS W. KOLBERG

June 19, 1975

Mr. Gary Kennen
Regional Utility Engineer
OREGON STATE HIGHWAY DIVISION
P. O. Box 1128
Roseburg, Oregon 97470

Re: Winston-Dillard Water District

Dear Mr. Kennen:

I represent the Winston-Dillard Water District. On June 19, 1975, our office was visited by Mr. James Richey of the Winston-Dillard Water District who brought with him your letter of June 12, 1975.

I understand, after discussing the matter with Mr. Richey, that Peter Kewitt will agree to install a new ten-inch line from Highway Station 1147+00 to 1153+50 in order that road-bed construction can proceed and will, in view of the District's lack of funds, bill the District later for the cost of material plus labor. I further understand that Peter Kewitt would be willing to allow the District to pay for the cost of material and labor in three installments; the first of which would be made on or before July 1, 1976, and the two subsequent installments on July 1, 1977 and July 1, 1978 respectively.

Before the District can agree to such a proposal, the Board will have to call a special meeting and make their decision by formal resolution.

Consequently, what the District needs is a proposal from your office or Peter Kewitt along the lines set forth in this letter so the matter can be taken up with the Board immediately.

LONG, NEUNER, DOLE & CALEY
LAWYERS

If you will see to it that such a proposal is made to us in letter form, a special meeting of the Board can be called and the proposal submitted for their decision.

Your early attention to this matter will be appreciated. If you have any questions concerning this matter, feel free to contact me directly.

Very truly yours,

Tom W. Kolberg

THOMAS W. KOLBERG

TWK:lk

4/6

OREGON STATE HIGHWAY DIVISION

CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Winston-Shady Water Dist.
P. O. Box 460
Winston, OR 97496

June 12, 1975

Subject: Water Main Conflict
Winston-Shady Interchange Sec.
Dillard Highway
Douglas County

Dear Sirs:

During the progress of the subject project, our contractor exposed your 8" water main near the south end of the Dillard Bridge and discovered the main to be quite close to roadbed subgrade. It is apparent that this main is in poor condition and will unlikely withstand heavy construction equipment operating over it. Once paving is completed, the district will not be allowed to open this area for repair work.

I am hereby requesting Winston-Dillard Water District to adjust their main from highway station 1147+00 to 1153+50 in order that roadbed construction can proceed.

Very truly yours,

Gary Kennen

GARY KENNEN
Regional Utility Engineer

GK/cw

cc Jack Cartwright
A. W. Bates

Salem, Oregon
June 23, 1975

J. H. Versteeg
Road Design Engineer

J. E. Boyd
Right of Way Engineer
BUILDING

48653 - Steel (Strombe - C.P.)
Winston - Shady Interchange Section
Douglas County

Attached is a description, an authorization, Right of Way Prints and your correspondence pertaining to additional Right of Way required for the subject contract project.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

R

04.L

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 20, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

TO: C. T. Keaney
Construction Engineer

SUBJECT: Winston Overflow Channel
Improvement
Winston-Shady Interchange
Coos Bay-Roseburg & Dillard Hwys.
Contract No. 8046

The flood flow problems south of the South Umpqua River Bridge just north of Winston have been the subject of extensive review by the Location Section at the request of the Assistant Highway Engineer. It has included the involvement of the FHWA Engineers, the Highway Division Legal Staff, the FHWA Legal Staff, reports by the Location Hydraulic Unit and recommendations by the Location Engineer. Because Road Design was not involved in the extensive review of the flooding problems it would be presumptuous of us to make a commitment on the proposed solution from Region 3.

The proposal appears to be a reasonable solution and seems to resolve the objections of most of the property owners. It does cost in excess of $100,000, does involve the Highway Division in maintaining the overflow channel forever, and there is no assurance that it does or does not solve our legal problems.

We are preparing the requested right of way descriptions for the channel work if the decision is made to go this route.

NOTED
E. S. HUNTER

JHV:jh
cc: E. S. Hunter
Victor D. Wolfe (w/ltr.)
Alfred Shirley (w/ltr.)

RECEIVED
JUN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 23, 1975

FILE: CON 5

FROM: Alfred W. Bates,
Resident Engineer

SUBJECT: Winston-Shady Intr.
Coos Bay-Roseburg & Dillard Hwys.
Douglas County
Contract 8046

TO: Alfred Shirley, Jr.,
Regional Engineer

ATTN: J.X. Wilson,
Regional Construction Engineer

I met with Mr. Harrison Winston on May 23, 1975 to discuss the flooding problem between the Umpqua River and Winston.

I told Mr. Winston that it was apparently not possible to construct the additional overflow structure which had been previously discussed.

I then explained to Mr. Winston that we were considering cleaning the channel from the present overflow structure to the river and constructing a box culvert just west of the existing overflow structure. There would be a round culvert pipe just west of the box culvert and an outlet ditch to the river from the road just west of the river.

Mr. Winston indicated he would be very happy with this work and stated that he did not believe anyone would have reason to complain if we did the above outlined construction.

HARRISON R. WINSTON
ATTORNEY AT LAW
310 PACIFIC BUILDING
ROSEBURG, OREGON 97470

TELEPHONES:
OFFICE: 672-4415
HOME: 672-5040

May 23, 1975

Oregon State Highway Commission
1523 S. E. Cobb Street
ROSEBURG OR 97470

Attention: Mr. Bates - Highway Engineer

Subject: Highway Construction for Winston Interchange

Gentlemen:

Please be advised that I have gone over the proposed highway construction for the Winston interchange with Mr. Bates, and I believe that if you improve and clean out the existing ditch from the old bridge to the South Umpqua River, and to install two new culverts immediately to the south of the said bridge and to install an opening from the entrance to the Winston section road to the South Umpqua River, will probably alleviate the principle complaints of the community, and will certainly greatly alleviate, it is hoped, the probability of flooding caused by the highway construction.

In any event, it is the desire of this writer to express my appreciation for the courtesy of the highway commission and your local man in making an effort to alleviate a very bad situation.

Very truly yours,

HARRISON R. WINSTON

HRW/dat

ROSEBURG REGION
RECEIVED
MAY 1975

Form 01-754-5000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 29, 1975

FILE: CON 3

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.,
Regional Engineer

SUBJECT: Winston-Shady Intr.
Coos Bay-Roseburg & Dillard Hwys.
Douglas County
Winston Overflow Channel Improvement
Contract 8046

I had a conversation with George Brosi on March 28, 1975. Mr. Brosi owns a considerable amount of land on the south side of the highway alignment and he is of the opinion that if we cleaned the channel below the existing overflow bridge and constructed a 12' x 10' RCBC between the overflow bridge and the new alignment of Lookingglass Road, that this would solve the existing drainage problem.

I have previously studied this problem and have looked at it on the ground. I concur with the property owner and am submitting the appropriate data to include this work with the subject project.

I am submitting herewith the following data on the proposed improvement of the Winston Overflow Channel:

1 Roll	Plan, Profile	
1 Roll	"P" line cross-sections	
1 Roll	Plan, Cross-section, Profile	12' x 10' RCBC and drain pipe, station 1216+00
1 Roll	Outlet channel to River, Rt. side	station 1331+00 to 1333+62
3 Maps	Subdivision	
8 Copies	Deeds	
1 Pad	Computations and estimate	
1	8x10 Photo	

JUN - 9 1975
PROJECT MANAGEMENT
Region
Corr

35

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUN 6 1975
CONSTRUCTION SECTION

Roseburg, Oregon
June 5, 1975

Peter Kiewit Sons' Co.
P.O. Box 749
Winston, OR 97496

ATTN: W. Richard Hall,
General Superintendent

Re: Winston-Shady Intr.
[redacted] & Dillard Hwys.
Douglas County
Contract 8046

Dear Mr. Hall:

As requested in your Serial Letter J-76, the State agrees to assume responsibility for damage to the parapet rail on the Shady Overcrossing directly resulting from public traffic effective May 27, 1975.

1 Versteeg
1 Tapp
2 Swanson
R. Olson
Trout

RECEIVED
JUN 11 1975
ROAD DESIGN SECTION

Requires Reply
Approval
Ready to Keep
Do not file
Return to
Other

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Prod. Dev. Engr.		
Office Engr.		
County-City	JUN - 9 1975	
Federal Aid		
Inventory-Needs		
Mileage Control		
Prob. & Someones		
Remarks:		

Sincerely,

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

cc: Region
Construction
Duval

C. Swenson - for your information. Does this sound in accord with specs?
J. Tapp

#8046

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

June 4, 1975

Vorstog
L. Olson
Terpin
Scott
Swenson
E. Olson
Trout

RECEIVED
JUN - 5 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 79-A
Permit No. 1188
Expiration date 8-14-75
Please return by 7-1-75
Fee $50

DLD Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

_____ I do not wish to renew this permit.

Winston-Shady Interchange
Coos Bay-Roseburg & Dillard
Highways
Fisher Bar

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

South Umpqua River
Douglas County

Expires: 8-14-75

MATERIAL REMOVAL PERMIT NO. 1188

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

August 14, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1188

( ) 1. The Department of Environmental Quality for this project.
( ) a. has issued Waste Discharge Permit No. _____
( ) b. will require a Waste Discharge Permit for this project.

(xx) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be ( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be ( ) LEVELED (x) CONNECTED TO THE RIVER upon completion of a season's work ~~xxxx~~ _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (xx) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (x) xx GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED ~~xxxxxx~~ _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

(x) 8. Material shall not be removed to a depth greater than [0 feet ( ) ABOVE (xx) BELOW] the floor of the adjacent streambed.

(xx) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER (xx) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(xx) 10. Riprap may be placed June 15 to October 15.

(x) 11. This permit does not authorize the return of waste waters from any operation

( ) ~~11~~. employed to wash or process materials removed under this permit.

(x) 12. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity or damage to natural resources occur.

August 14, 1974

OSW: Permit No.: 79
Job Name: Winston-Shively Interchg.
Coos Bay-Roseburg & Dillard Highways
Douglas County

RD-125;1324-1188

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P.O. Box 1771, Vancouver, WA 98660 (206) 693-1711
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is river bank material. ~~Fill is rock riprap.~~

b) Estimated Quantity (Removal) ~~Over 50 Cu. Yds.~~ 100,000 (Fill) ~~Over 50~~

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) ~~Purpose of Proposed Use~~ of Removal and/or Fill Removal is for highway construction, Material source*, ~~channel change~~. ~~Fill is for riprap construction.~~

e) ~~Source of Material Proposed for Use~~

f) Disposition of Materials Removed (If Applicable) Fill In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974
~~Fill~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map South Umpqua River, ~~Winston Overflow, Roberts Creek, Roberts Creek Overflow~~

b) Tributary of --

c) Located in See Plans Title Sheet (Legal Description) of Section 16, 21, 11, 15, Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

RECEIVED
AUG 8 1974
DIVISION OF STATE LANDS

* Fisher Bar Borrow Source on Sheet 2G should be covered with this application. It is not known at this time, however, what will be used.

#8046

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

June 4, 1975

Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

RECEIVED
JUN - 5 1975
ROAD DESIGN SECTION

Hertzog
L. Olson
Turpin
Scott
Swensen
E. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

OSHD 79-B

Permit No.	1195
Expiration date	8-14-75
Please return by	7-1-75
Fee	$50

DLP Please renew this permit. There is no change in plan from last year.

____ Please renew this permit. Attached are revised application and drawing.

____ I do not wish to renew this permit.

TELEPHONE MEMO

BU [illegible]
11-4-74

Date 10-23-74

Received Call From Al Bates

Made Call To

Re: Winston-Shady R/E permit no. 1195— Wanted to get authority to work until May 15th instead of the Oct 15th restriction. Called DSL for this. Jan Haley said we could work on a day to day basis until the rain starts — Then check in w/ Jerry Baker if more time is needed

Donald L Doust
Signature

TELEPHONE MEMO

Date 9-5-74

Received Call From Curt Duval - Roseburg

Made Call To

Re: Winston - Shady + S. Umpqua River Br.
There is scouring around Pier #4 in the existing bridge - They want to riprap the area and he asked if a new permit was needed.
9-6-74 Called Jan Hlaky - she said no new permit was needed but Roseburg Wildlife people should give their approval to DSL so a notation could be made in the job permit file.
Gardner in Duval's office was told this by phone.

Signature Donald R Bout

Winston-Shady Interchange
Coos Bay-Roseburg & Dillard
Highways
S. Umpqua R. & Winston
Overflow

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

South Umpqua River
Douglas County

Expires: 8-14-75

MATERIAL REMOVAL PERMIT NO. 1195

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

August 14, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1195

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm/sufficient in the S. Umpqua or sheet pile to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
( ) _____GRASS ____SHRUBS ____TREES SHALL BE PLANTED ~~existe~~ _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 15 to June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

(x) 11. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity or damage to natural resources occur.

August 14, 1974

OSMD Permit No.: 19 Douglas, Winston
Job Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Douglas County
RP 3E, 11.95

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P.O.Box 1777, Vancouver, WA 98660 (206) 693-1971
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riverbed or riverbank material. Fill is rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~xxxxxxxxxx~~ of Removal and/or Fill Removal is for bridge construction, Material source*, channel change. Fill is for riprap construction.

e) ~~Source of Materials Placed in Fill~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~xxxxxxx~~ Awarded: July 31, 1974
~~xxxxx~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

RECEIVED
AUG 8 1974
DIVISION OF STATE LANDS
BY

Location.

a) Name of Stream as Listed on Map ~~Roberts Creek~~, ~~Roberts Creek Overflow~~ South Umpqua River, Winston Overflow,

b) Tributary of --

c) Located in See Plans Title Sheet (Legal Description) of Section 11, 15, 16, 21 Twp. 28 S R. 6 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

* Fisher Bar Borrow Source on Sheet 2G should be reviewed with this application. It is not known at this time, however, whether or not it will be used.

#90/2

35

Form 01-726-2060

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 3, 1975

FILE: BR 16189

FROM: Jack L. Davis
Foundation Engineer

TO:

Mr. Alfred Shirley
Regional Engineer

SUBJECT:

Foundation Core and Drive Samples
Section: Winston-Shady Intch.
Highway: Coos Bay-Roseburg
County: Douglas

Forwarded to the Regional Geologist by separate carrier are foundation core samples and split tube samples for structures as listed below.

Samples should be forwarded to the Resident Engineer in charge of the project for inspection of the Resident Engineer and by prospective bidders on the project. Samples should then be retained under the control of the Division Engineer until the legal claim period for the contract has expired after completion of the project, at which time the samples may be disposed of. Please return empty core boxes to the Bridge Section Foundation Unit.

Birdge No.	Name	Boxes Drive Samples (No. Jars)	Boxes Core Samples
16189	O'flow Bridge Test Holes 1 and 2	1 (5)	1

Forwarded: 6-3-75 (Date) To Elliott Parker By State (Carrier)

JLD: dh

cc Walter J. Hart
J. H. Versteeg
Resident Engineer A. W. Bates
Region Geologist Elliott Parker

2 T
1 6"

35

Form 61.734.3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 2, 1975

FROM: ORIGINAL SIGNED BY J. X. WILSON
J. X. WILSON
Regional Construction Engr.

TO: C. T. Keasey
Construction Engineer

SUBJECT: Winston-Shady Interchange
Coos Bay-Roseburg & Dillard Hwys.
Douglas County
Winston Overflow Channel Improvement
Contract No. 8046

For some time we have all been trying to determine what to do on the subject project to handle flood drainage to satisfy upstream and downstream complaints and demands of affected property owners. There is an apparent difference of opinion between our own attorneys and those of the FHWA on what our responsibilities might be. In any event, we have been threatened with lawsuit by upstream property owner if we do nothing more than provided for in the current construction plans.

Reports on what would be necessary to provide water passage during flood conditions have been prepared by the Hydraulics Unit and are on file. I believe the consensus is that the extreme costs of these provisions is unacceptable.

Through a joint effort with Al Bates, Dick Lenz and our own staff, we have arrived at a proposal that is contained in the attached data accumulated by Al Bates. We believe this proposal will satisfy upstream property owners, not significantly damage downstream owners and accomplish what is reasonable at an acceptable cost. Basically what we propose is to construct a 12'x10' RCBC between the new overflow structure and Lookingglass Road, clear and improve the congested channel between the new overflow structure and the river and finally, construct an outlet ditch between Winston Road and the river on the upstream side of the highway. These items are all inked in on the included aerial photograph so you can quickly see what we're talking about. Attached correspondence indicates that if these further provisions are included in the project, chances of our being sued are minimal.

Would you please let me know if you concur with our proposal and if you think we have covered all the bases. If so, we will make further design refinements. Tom Lowe is aware of this general plan and has stated he doesn't think FHWA participation could include the improvements to the proposed channel outside the right of way.

Since we are in full swing on the project and this proposed work will affect stage construction, we would like to get a plan of action decided as soon as possible. If you need further information or have suggestions for better alternatives, please let me know.

JXW/cw
Attach.

cc J. H. Versteeg
V. D. Wolfe
A. W. Bates

1 Verstee U
A. Olson
2 Terpin F
Scott
Swenson
R. Olsen
Traut

RECEIVED
JUN - 6 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive/ Keep
Do not file
Return To
Bring Up ___/___/___
Other

8046

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8046

APPLYING TO CONTRACT PROJECTS

Order No. 8

Section Winstone-Shady Interchange — Date May 16, 1975

Highway Coos Bay-Roseburg & Dillard — F.A.P. No. RS-582(1) RF-DR-29(23)

County Douglas — Prefix 10-1046 — Account No. 274-08

Description of Work To Be Done:

Relocate two traffic signal strain poles

Approval Recommended as of 6/5/75

APPROVED EFFECTIVE DATE 6/5/75
Contingent upon modification of project agreement if additional funds are required

BY G. K. Hosener

TITLE Dist. Engineer

DATE 6/24/75

FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

1302+80

Estimate of Quantities and Costs:

Equipment	$ 150
Labor	750
Materials	500
TOTAL	$1,400

Explanation:

Due to the realignment of travel lanes

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 8,465,640.19
Present estimate of project cost, including $1,400 for work under this order	$ 8,465,640.19
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for Salem office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] Asst. Construction Engineer

Approved: [signature] Construction Engineer

cc: A. W. Bates

8046

Wagstaff - Sharlep Sorenhq.
Coos Bay. Roseburg

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

Mary 15, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

RECEIVED
MAY 19 1975
ROAD DESIGN SALEM

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 79
Permit No. 1314
Expiration date 8-9-75
Please return by 6-20-75
Fee $50

DLT Please renew this permit. There is no change in plan from last year.
_____ Please renew this permit. Attached are revised application and drawing.
_____ I do not wish to renew this permit.

Winston-Shady Interchange
Coos Bay-Roseburg & Dillard
Highways
Russell Bar

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

South Umpqua River
Douglas County
Highway Job No. 79

Expires: 8-9-75

MATERIAL REMOVAL PERMIT NO. 1314

PETER KIEWIT SONS' COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

August 9, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1314

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be ( ) LEVELED (x) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
( ) _____GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

(x) 8. Material shall not be removed to a depth greater than [4.0 feet ( ) ABOVE (x) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

( ) 11. _____

August 9, 1974

DSHD Permit No.: 79 RP1314
Job Name: Winston-Shady Intchg.
Coos Bay-Roseburg &
Dillard Highways
Rumsell Bar.

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Peter Kiewit Sons' Company
Corporate Name or Individual (Please Print)

P. O. Box 1777, Vancouver, WA 98660 (206) 695-1471
Address Zip Telephone No.

Signature of Contractor — General Supt.
(Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~and/or Placed in Fill~~ Gravel

b) Estimated Quantity (Removal) Approx. 200,000 Cu. ~~Fill~~ Yds. Maximum

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal ~~and/or Fill~~ As a possible source of aggregate for surfacing material.

e) ~~Source of Fill (If Applicable)~~

f) ~~Disposition of Materials Removed (If Applicable)~~

g) Proposed Period of Activity. ~~Removal~~ Awarded: July 31, 1974
~~Fill~~ Time: 725 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations

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AUG 8 1974
DIVISION OF STATE LANDS
PO # 31475

Location.

a) Name of Stream as Listed on Map South Umpqua River

b) Tributary of --

c) Located in See Plans (Legal Description) of Section 29 Twp. 28 S R. 6 W

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

8046 4-23-75 R-2

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-29 (22)

STATE PROJECT NO.: Winston-Shady Section

FROM: C. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: F-516

COUNTY NAME: Douglas

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
APR 24 1975
Office of Highway Engineer

RECEIVED
STATE HWY ENGR
APR 24 75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Init.	Invest.	R/D	D/R	Sign.	Act.	Fin.
	June 1, 1973	Primary Route 14							
		STATE ROUTE NUMBER: Coos Bay-Roseburg Highway No. 35							

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for Pacific Northwest Bell's telephone facilities effective June 1, 1973. Reimbursement on an actual cost basis estimated to be $3,122 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify). Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Our program memorandum dated March 17, 1972 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

Buiten copy 4-24-75 - JAA - Chidsey

We approve the agreement with the Pacific Northwest Bell Telephone Co. consisting of your Utilities and Railroad Engineer's letter, the February 25, 1975 Pacific NW Bell Telephone Company's letter and the plans and estimate furnished by Mr. Cartwright's April 4, 1975 letter.

The permit covering this adjustment was previously approved by this office. NOTED R. L. SCHROEDER

Buiten - Chidsey

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/23/75	C. R. Burchardt	Division Engineer

FORM FD-240 (Rev. 6-70) EXISTING STOCKS OF FORM FD-1120 (REV. 6-68) MAY BE USED

8046 1-75

NOTED
H. S. COULTER

MEMO TO: FILE--WINSTON-SHADY

FROM: Patrick Randolph

RE: The Project Status

I recently discovered that everyone involved in this project was waiting for someone else to do something before he moved ahead. Hopefully, we have now cranked up the machine again and we will be able to move toward a resolution of the problem.

As best I can make out the positions of the various parties, they are as follows: (1) State legal section believes that in light of the threatened law suit by the upstream landowners, we should take necessary steps to alleviate the flooding impact upstream caused by the present highway facility. State legal believes that the downstream landowners must accept the natural flood waters which have passed over the upstream landowners and through the highway structure as revised, although we must take care to adequately advise the downstream owners to permit them to prepare to receive the water.

(2) Federal legal is reviewing written opinions submitted by State legal. The basic concern expressed by Jim Zotter, Assistant Regional Counsel, FHWA, is that it doesn't appear to him to make sense legally or practically to transfer the flooding from the upstream landowners' property to the downstream landowners' property. He is not certain that this will actually be the case here, and is therefore withholding the final legal decision until the FHWA has completed an analysis of the hydraulics reports submitted by State.

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JAN 8 1975

(3) On 12-20-74 a report prepared by Dick Lens of the State Hydraulics Unit was forwarded to FHWA. This report had been completed sometime earlier, but was not forwarded to FHWA due to a series of apparent misunderstandings. The report supplements Dick's original report by analyzing the potential effect of the proposed modifications in the project on the downstream land. Basically, the real adverse impact on the downstream landowners is minimal compared to that suffered upstream under the present conditions. However, the report is necessarily speculative because the overall impact in either case will be affected by a variety of circumstances not necessarily under the control of the State.

(4) State Environmental Section has taken the position to date that it is desirable to proceed with the work because of the analysis by State legal and because it would be useful to avoid a question as to the validity of the existing environmental processing with respect to the upstream impact. State Environmental has reserved judgment on whether it will be appropriate to prepare a supplemental EIS with respect to the downstream landowners to get some feel for the extent of their concerns.

(5) FHWA project administrators have indicated a reluctance to finally approve the project for funding until clearance from Federal legal staff.

(6) State construction engineers are anxious to schedule the

meeting of local property owners to provide Environmental with the input that it needs and to develop generally the plans for the project; but have been unwilling to do so until federal funding has been assured.

The result of all of the above is that federal participation in the project may be assured only when it is clear that environmental impacts have been eliminated or accounted for. Thus, any federal committment will be contingent upon further action by State to accomplish these goals. However, Federal legal should be able to come up with a more complete analysis than it has now made after it has received and reviewed the hydraulics report from the State Hydraulics Unit.

It appears unadvisable to schedule a public meeting and provide local owners with the expectation that something will occur in the near future if there is still uncertainty as to federal participation. Therefore, to the extent possible we should urge the FHWA to review the data and provide some sort of preliminary committment prior to the scheduling of the landowners' meeting.

Since FHWA now has the hydraulics report, State has done everything it can to facilitate the federal review.

svh
cc: Hunter
Coulter
G. Potter
Wolfe
Bud Shirley
Lenz
Zotter

#80416

November 21, 1974

Mr. Jim Zotter
Assistant Regional Counsel
FHWA
222 S.W. Morrison
Portland, Oregon 97204

NOTED
E. S. HUNTER

Re: Winston-Shady

Dear Jim

Pursuant to our telephone conversation on Thursday, November 14, this letter will supplement my earlier opinion letter relating to the flooding problem in the Winston-Shady area.

My letter dealt with the question of the state's liability to property owners for flood damage. This was because the legal question which I was requested to answer was phrased in terms of liability. Of course, whether liability lies is a question which is resolved by reference to the interrelationship of the rights of the involved parties. In this case, the rights to which a court would look would be the rights of local property owners and the rights of the state, both as a property owner and as a state agency supplying a public benefit. The state's rights as a property owner are generally set forth in the common law, while the state's rights and obligations as a public agency performing a public function are set forth both in the common law and in the statutes. One important statute dealing with these latter rights is the Oregon Tort Claims Act which, again, expresses the balance of these rights in terms of liability for damages.

My treatment in the opinion of the rights of downstream landowners was not meant to be an exhaustive analysis, but rather simply to supply a comparison with the analysis of the prescriptive rights of upstream landowners. In fact, I have already advised our staff that it will be necessary to contact all downstream landowners who might be affected by the release of waters through the highway section and cooperate with them in planning ways to mitigate the effects of these waters. Whether liability would lie or not, the

state does feel a responsibility to these landowners to see to it that they do not suffer unnecessarily from this activity.

In sum, the effort of the Highway Division in this case, is an effort to provide a public benefit while behaving as a "good neighbor" in terms of legal, moral and practical duties and responsibilities to persons in the neighborhood of the highway section. We feel that the proposed revision in the project is necessary because, as some of our neighbors point out, the present construction plans are inconsistent with our legal responsibilities. In adjusting to comply with those legal responsibilities, we will, of course, take every precaution, both legal and practical, to see to it that other neighbors are not unnecessarily injured.

I enjoyed discussing this matter with you and look forward to further discussions when you have completed your own analysis.

Sincerely

Patrick A. Randolph
Assistant Attorney General

am
cc: T. P. Lowe
Glen Hossner
Vic Wolfe
Gary Potter
Dick Lenz
Walt Barrie
Bud Shirley

8046

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 12, 1974

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM for C. T. Keasey
Construction Engineer

Federal-aid Project
No. RF-DP-29(23)

SUBJECT Request Change Order Approval

Contract 8046, State Force Order No. 3

Project Winston-Shady Interchange

Highway Coos Bay - Roseburg and Dillard

County Douglas

Under subsection 661.50 in the special provisions of this contract the contractor shall deliver all traffic signal control equipment to the State for testing in three categories; physical, environmental and operational. The testing will be performed by State Force personnel.

The use of State Forces to perform this testing is considered to be in the public interest and under the provisions of PPM 21-6.2 for the following reason:

1. The State has the only specialized equipment to do the testing and State Forces are trained to use the equipment.

The estimated engineering cost is $500.00 with Federal participation $450.00.

The work was tentatively recommended for approval by the Area Engineer on September 16, 1974.

Your approval as of September 16, 1974 is requested.

Attach.

#80416

FORM 81.730.2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

November 8, 1974
Salem, OR 97310

FILE NOTED
E. R. HUNTER

SUBJECT: South Umpqua River and
Overflow Structures
Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

TO: FILE

ADDENDUM TO MEMO TO FILE, 9/26/74

Further investigation has been made relative to the hydraulic effects to be expected downstream from the proposed additional overflow structures. Briefly, it appears that the additional water from these structures would most likely increase the impact on three of the homes along the left river bank downstream from the highway bridge over the South Umpqua River.

In the analysis of the flooding conditions below the highway comparisons were made between the elevations of the water surface during the December 1964 (flood of record) and the January 1974 floods relative to the topography of the floodplain. At the U.S.G.S. recording gage located at the Winston Bridge, the difference in elevations between the 1964 and 1974 flood peaks was 1.7 feet (the lower in 1974) and the difference in river elevation between the bridge and the lower end of the floodplain at the Safari warehouse (4800 feet downstream from the bridge) was 6 feet in 1964. If the assumption were made that the river bank had been high enough to prevent overflow from the river between the bridge and the Safari warehouse at which point it could top the bank, the 1964 river elevation at that point (490.8 ft.) would indicate that almost the entire floodplain back to the highway, including the area around the houses in the subdivision along Helweg Road would have been flooded by a backwater pool. Assuming that the 1.7 foot differential for the 1974 flood were to remain constant downriver from the bridge, almost the same amount of floodplain would have been inundated but to a lesser depth.

At the point where the drain ditch leading from the overflow bridge on the Coos Bay-Roseburg Highway enters the river about 1700 feet downstream from the highway, the water surface elevation (Dec. 1964) of the river was 493.6 feet. At this elevation the entire floodplain would have been inundated with the exception of a few local high points; the same holds true for the 1974 flood (1.7 feet lower) but to a lesser degree.

Water enters the upper end of the floodplain via the existing overflow structure and, as in December 1964, flows over the highway at the overflow structure during an extreme flood. It follows, therefore, that water on the floodplain does not pool as the previous assumptions indicate. With water entering the overflow structure and/or flowing over the highway, the actual effect upon the floodplain downstream is significantly reduced by the much larger cross-section of the floodplain. After passing through the overflow

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NOV 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

structure, the water splits in two directions, left into the main overflow channel and right to pass through the subdivision along Helweg Road. The drain ditch leading to the river from the overflow structure is not capable of handling the "subdivision" water because its channel is filled with brush, trees, and sediment from previous flood waters with the problem compounded by an undersized culvert under Helweg Road where it crosses the drain ditch. On lesser floods it appears that the "subdivision" water would reenter the river near the outlet of the drain ditch and downstream thereof about 300 feet. On larger floods during which the water tops the river banks to flow into the floodplain, the pattern is generally the same although some of the water would tend to stay on the floodplain, and follow the river downstream to the lower end of the floodplain near the Safari warehouse.

The floodwaters passing into the main overflow channel split into two arms about 1400 feet downstream from the highway. The left arm continues in a downstream direction, generally following the floodplain along the base of the hill at the southerly edge of the floodplain and the right arm swings northerly toward the river in the vicinity of the Tennant residence to combine with the "subdivision" water. At the confluence of these two currents, the water surface elevation is higher than near the Bonebrake residence just upstream. A portion of the water at this point enters the river with the remainder flowing down the floodplain to its lower end. Elevations taken by Highway Division survey crews verify the above conditions and the fact that at the lower end the water surface elevations on the floodplain and the river are the same.

Once the floodwaters enter the upper end of the main overflow channel approximately 2 miles upstream from the highway, the rise and effect on the floodplain is greater for any given raise in the river stage. As mentioned before, the stage difference between the 1974 and 1964 floods was 1.7 feet at the recording gage; however, at the Tennant residence on the lower floodplain, there was nearly three feet of difference in water stage which is believed to be due largely to the concentration of waters in the individual channels.

CONCLUSIONS

Upon construction of the additional overflow structures as proposed, the extra water passing through to the lower floodplain will affect the entire floodplain generally by a rise in the water surface. At the same time less water should become apparent in the subdivision along Helweg Road; however, the existing overflow structure is being improved to increase the hydraulic efficiency and more water will be directed into the drain ditch. Unless this ditch is cleaned and improved and the 24-inch culvert on Helweg Road is replaced by a much larger drainage structure, there probably will be an increase in water elevation on the subdivision.

The additional water in the main overflow channel as a result of the proposed structures will cause an increased localized effect at the Bonebrake and Tennant residences. For another flood of the 1974 magnitude, it may be possible that the floor of the Tennant house would be flooded whereas it was not flooded during the 1974 flood. The lower office floor of the Bonebrake residence would have more water, although it probably would not reach the main house floor. If the drain ditch is not cleaned out the Gallo residence could experience flooding where it was not affected before. Floors in the Albertus, Morton, and Safari Headquarters homes are high enough above the floodplain and there should be no effect on them by the additional water. It is pointed out that there are many variables which could change the flood pattern from flood to flood - e.g. condition of the pastureland in the main overflow channel, brush in the drain ditch, additional housing development within the lower floodplain, more orchards or less, etc.

While it is not possible to predict what may actually happen, it is surmised that floods of the January 1971 magnitude or less should not cause any impact on the lower floodplain. Between the 1971 and the 1974 flood magnitude, the impact will vary, depending on variables mentioned above and the current patterns promoted by these variables. With a magnitude of the 1964 flood and greater, the entire floodplain becomes inundated from the river and the overflow with the greatest effect being a general minor increase in velocities throughout the entire floodplain.

Energy dissipators employing the radial principle will be constructed at the outlet of both the proposed 150-foot bridge and the 12' x 8' R.C.B.C. to effectively reduce scouring activity by reducing velocities to a normal range for natural conditions. The outlet into the main overflow will pass through about 200 feet of orchard and then into about 1400 feet of pastureland. Erosion may or may not occur, depending upon the condition of the orchard soil - recently cultivated or in cover crop, etc. Normally, an orchard is not cultivated until spring which means the soils would be relatively resistant to scour action during flood season.

Richard L. Lenz
Hydraulics Engineer

cc: Victor D. Wolfe
E. S. Hunter
Alfred Shirley, Jr.
J. H. Versteeg
W. J. Hart
Gary Potter
C. T. Keasey
Pat Randolph, Jr.

8046

STATE COPY

FISCALLY TRANSACTION NUMBER: 11-34	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (FORM 21-7) 11-4-74	COUNTY: Douglas
MODIFICATION NUMBER: 3		PROJECT NUMBER: F-23(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 16, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 966,850	$ 992,450
Federal Funds	$ 614,550	$ 630,800
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of November, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Johnston

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 926-246

Oregon State Highway Division

Federal-aid Project
No. F-29(19)

WINSTON-SHADY INTERCHANGE SECTION OF

THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, October 22, 1974

Revised Project Agreement Estimate

Type Code R.O.W.
Rights-of-Way (Sta. 1487+00 thru Equa. 1497+13.66 = 1178+91.51 thru Equa. 1320+10.00 = 'A' 1320+10.00 to Sta. 'A' 1300+00)

Rights-of-Way	All Required	$ 789,100.00
	Subtotal	789,100.00
	Acquisition Expense	106,500.00
	Total	$ 895,600.00

Relocation Assistance*

Displaced Families (16)	All Required	$ 74,800.00
Displaced Businesses (12)	All Required	16,200.00
	Subtotal	$ 91,000.00
	Incidental Costs	4,000.00
	Total	$ 95,000.00

Length of Project - - - 3.248 miles

Type Code Y004
Building Demolition

Joe E. Greene (Demol. of 3 files)	All Required	$ 1,750.00
Emmet Kizzia (Demol. of 1 file)	All Required	100.00
	Total	$ 1,850.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
R.O.W.	$895,600.00	$569,350.00	$326,250.00
Reloc. Assist.	95,000.00	60,300.00	34,700.00
Bldg. Demol.	1,850.00	1,150.00	700.00
Total	$992,450.00	$630,800.00	$361,650.00

Prefix: 10-2521

*Relocation Assistance

Moving Costs	
16 families	$ 4,800
12 business	16,200
Replacement housing	70,000
Incidental costs	4,000
	$95,000

Winston-Shady Interchange Section

Project No. F-29(19)

File No.	Previous Estimate	Present Estimate	Increase
45239	$ 5,000	$ 8,500	$ 3,500
45346	19,100	22,000	2,900
45675	8,000	13,800	5,800
		Increase	$12,200

Right-of-Way Previous Estimate	$ 776,900.00
Increase	12,200.00
	$ 789,100.00
Acq. Expense	106,500.00
Total	$ 895,600.00

STATE COPY

PROJECT AGREEMENT NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-28		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
5	(FHWA 21-7) 5-19-73	Douglas
MODIFICATION NUMBER		PROJECT NUMBER
2		F-29(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 16, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 941,850	$ 966,850
Federal Funds	$ 598,450	$ 614,550
Other revisions		

This modification is made for the following reasons:

Increase in cost of R/W parcels

All other terms and conditions of the Project Agreement will remain in full force and effect.
This modification is effective as of the 19th day of July, 19 73.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By _____
G. L. Green (Division Engineer)

Form PR-3A (Rev. 5-71) Existing stocks of Form PR-3A (Rev. 4-70) will be used.

GPO 915-488

Oregon State Highway Division

Federal-Aid
Project No. F-29(19)

WINSTON-SHADY INTERCHANGE SECTION OF

THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement Estimate

Type Code R.O.W.
Rights-of-Way (Sta. 1487+00 thru Equa. 1497+13.66 = 1178+91.51 thru Equa. 1320+10.00 = 'A' 1320+10.00 to Sta. 'A' 1300+00)

Rights-of-Way	All Required	$ 776,900.00
	Subtotal	$ 776,900.00
	Acquisition Expense	93,100.00
	Total	$ 870,000.00

Relocation Assistance*

Displaced Families (16)	All Required	$ 74,800.00
Displaced Businesses (12)	All Required	16,200.00
	Subtotal	$ 91,000.00
	Incidental Costs	4,000.00
	Total	$ 95,000.00

Length of Project - - - 3.248 miles

Type Code Y004
Building Demolition

Joe E. Greene (Demol. of 3 files)	All Required	$ 1,750.00
Emmet Kizzia (Demol. of 1 file)	All Required	100.00
	Total	$ 1,850.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
R.O.W.	$870,000.00	$553,100.00	$316,900.00
Reloc. Assist.	95,000.00	60,300.00	34,700.00
Bldg. Demol.	1,850.00	1,150.00	700.00
Subtotal	$966,850.00	$614,550.00	$352,300.00
Retain in PS & E			
Bldg. Demol.	10,500.00	6,650.00	3,850.00
Total	$977,350.00	$621,200.00	$356,150.00

Prefix: 10-2521

*Relocation Assistance

Moving Costs	
16 families	$ 4,800
12 businesses	16,200
Replacement housing	70,000
Incidental costs	4,000
	$95,000

WINSTON-SHADY INTERCHANGE SECTION

Project No. F-29(19)

File No.	Previous Estimate	Present Estimate	Increase
45076	$ 1,750	$ 2,750	$1,000
47376	60,800	67,000	6,200
47631	--	600	600
47633	--	150	150
47634	--	150	150
47635	--	300	300
		Increase	$8,400

Right-of-Way Previous Estimate		$ 768,500.00
Increase		8,400.00
		776,900.00
Acquisition Expense		93,100.00
Total		$ 870,000.00

STATE COPY

FORTHLY TRANSACTION NUMBER F-47	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 4	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (FPM 21-7)	COUNTY Douglas
MODIFICATION NUMBER 1		PROJECT NUMBER F-29(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 16, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 777,000	$ 941,850
Federal Funds	$ 493,200	$ 598,450
Other revisions		

This modification is made for the following reasons:

Increase in cost of R/W parcels.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of January, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By L.J. Young for E.D. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon W. Crandt
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 9-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 919-460

Oregon State Highway Division

Federal Aid Project
No. F-29(19)

WINSTON-SHADY INTERCHANGE SECTION OF

THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, January 15, 1973

Revised Project Agreement Estimate.

Type Code R.O.W.
Rights of Way (Sta. 1487+00 thru Equa. 1497+13.66 = 1178+91.51 thru Equa. 1320+10.00 = "A" 1320+10.00 to Sta. "A" 1300+00)

Rights of Way	All Required	$ 768,500.00
	Subtotal	$ 768,500.00
	Acquisition Expense	76,500.00
	Total	$ 845,000.00

Relocation Assistance*

Displaced Families (16)	All Required	$ 74,800.00
Displaced Businesses (12)	All Required	16,200.00
	Subtotal	$ 91,000.00
	Incidental Costs	4,000.00
	Total	$ 95,000.00

Length of Project - - - - - - - - 3.248 miles

Type Code Y004
Building Demolition

Joe E. Greene (Demol. of 3 files)	All Required	$ 1,750.00
Emmet Kizzia (Demol. on 1 file)	All Required	100.00
	Total	$ 1,850.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
R.O.W.	$ 845,000.00	$ 537,000.00	$ 308,000.00
Reloc. Assist.	95,000.00	60,300.00	34,700.00
Bldg. Demol.	1,850.00	1,150.00	700.00
Subtotal	$ 941,850.00	$ 598,450.00	$ 343,400.00
Retain in P.S. & E.			
Bldg. Demol.	10,500.00	6,650.00	3,850.00
Total	$ 952,350.00	$ 605,100.00	$ 347,250.00

Prefix 10-2521

*Relocation Assistance

Moving Costs

16 families	$ 4,800
12 businesses	16,200
Repl. Housing	70,000
Incid. Costs	4,000
	$95,000

STATE COPY

Form Approved; O.M.B. No. 04-R3009

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-24		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	10-16-72	Douglas
		PROJECT NO. F-29(19)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Winston N.E. 3.58 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-28-71	
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 777,000	$ 493,200

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. R. Smith

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____

Acting (Division Engineer)

G. L. Green
Date executed by Division Engineer OCT 16 1972

FORM PR-2 (REV. 5-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is covered by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. F-29(19)

WINSTON-SHADY INTERCHANGE SECTION OF

THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, October 3, 1972

Project Agreement Estimate.

Type Code R.O.W.,
Rights of Way (Sta. 1487+00 thru Equa. 1497+13.66 = 1179+91.51 thru Equa. 1320+10.00 = 'A' 1320+10.00 to Sta. 'A' 1300+00)

Rights of Way	All Required	$620,000.00
	Subtotal	$620,000.00
	Acquisition Expense	62,000.00
	Total	$682,000.00
Relocation Assistance*		
Displaced Families (16)	All Required	$ 74,800.00
Displaced Businesses (12)	All Required	16,200.00
	Subtotal	$ 91,000.00
	Incidental Costs	4,000.00
	Total	$ 95,000.00

Length of Project - - - - - - - - - 3.248 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Right of Way	$682,000.00	$432,900.00	$249,100.00
Relocation Assist.	95,000.00	60,300.00	34,700.00
Subtotal	$777,000.00	$493,200.00	$283,800.00
Retain in P.S. & E. Building Demolition	12,350.00	7,800.00	4,550.00
Total	$789,350.00	$501,000.00	$288,350.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 10-2521

* Relocation Assistance

Moving Costs

16 families	$ 4,800
12 businesses	16,200
Replacement Housing	70,000
Incidental Costs	4,000
	$95,000

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

October 25, 1974

Mr. Don Trout, Design Section
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Trout:

The Division of State Lands has approved a variance of Material Removal Permit No. 1195 to allow work on that project to continne after the October 15 cut-off date.

Although the request was for a 30-day extension, we are able to approve operations only until the first heavy fall rains. Representatives of the Division of State Lands or the Oregon Wildlife Commission retain authority to halt the operation at any time. All conditions of the permit remain in force except Condition No. 6.

Thank you for your cooperation in our waterway management program. Please call us if you have any questions.

Sincerely,

William S. Cox
Director

cc: Fish Commission of Oregon
Oregon Wildlife Commission
Department of Environmental Quality
State Water Resources Board
Soil & Water Conservation Commission

No. 8046

35

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE October 16, 1974

TO Frank E. Terpin, Final Design Engineer

FROM ALFRED SHIRLEY, JR., Bridge Engineer

SUBJECT Signing Revision
Winston-Shady Section
Coos Bay-Roseburg Highway
Contract No. 8046

This will acknowledge your letter dated October 9, 1974, requesting cross-sections for relocated sign No. 9 on the subject project.

It has been determined that a single breakaway sign support would best serve this installation as it could be struck from various directions.

Therefore, a design change of the original post will not be necessary and no price adjustment seems warranted.

AS/KDO/dt

cc: C. T. Keasey
J. H. Versteeg
L. E. George
A. W. Bates
C. H. Duval

REFERRED TO

Cole — Reed
Eriksen — Terpin
Hager — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Beard

RECEIVED
ROAD DESIGN SECTION

8046

cc: Region (Lotter)
LGSHD (V Wolfe)
OSHD (B Shirley)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11.15.74

INSPECTION REPORT

RECEIVED
OCT 23 1974
LOCATION
DIVISION
Oregon

REGION NO.	REPORT ON	PROJECT NO.
10	Proposed Flood Relief Structures	
DATE OF INSPECTION	INSPECTION MADE BY	
10-15-74	G.K. Hossner & T. P. Lowe, Area Engineer	RF-DP-29(23) & RS-582(1)

IN COMPANY WITH
Vic Wolfe & Dick Lenz, OSHD; Pat Randolph, Attorney General's Office.

REMARKS

E. S. HUNTER
OCT 22 1974
REGIONAL OFFICE

WINSTON - SHADY SECTION
COOS BAY-ROSEBURG HIGHWAY
Proposed Viaduct Section & Flood Relief Drainage Channel

a 12'18' Acc.

The above persons met in Mr. Wolfe's office to discuss the State's proposal to include a 150-ft. tressel section and construct a drainage channel to relieve potential floodwater backup upstream from the subject project. The matter of the existing highway fill causing flooding of homes and property south of the highway has been a local controversy for many years. The existing highway was built in about 1933. It was built across a natural overflow drainage channel which carried excess floodwater from the South Umpqua River. The highway fill created a dike across the overflow channel backing water up causing flooding of some agricultural and residential areas. Much testimony was received in public hearings for the project from persons upstream from the highway fill requesting the State to provide additional drainage structures through the fill to lower the stage during floods. The EIS prepared for this project discusses the concerns of the downstream property owners who felt that the additional water coming through the fill would increase the potential of their property flooding. The EIS states that in either event there is small difference in the flood stage whether there is an overflow constructed or not. Incidentally, the State Highway Division felt that maintaining the status quo was the proper thing to do at this time. Recently protests from upstream owners have been evaluated by the State's legal counsels. They advised that the State could very well be liable for flooding upstream due to the embankment constructed in 1933.

The State has investigated thehydraulics of the area in careful detail and is now proposing to construct an additional 150-ft. viaduct section to allow water to pass the fill. Also they are proposing a small drainage channel in the vicinity of the South Umpqua to allow flooding waters to reenter the river (a natural alluvial dike along the river now backs up a considerable depth of water - 5-6 ft.). Mr. Hossner and I expressed our concern with the potential change to the downstream property owners. Mr. Lenz, the State's hydraulic engineer, said he did not feel there would be any significant difference in the flooding stages on the downstream property due to the vast reservoir area. He also stated the downstream property is under a backwater flood condition during any flood anyway.

(more)

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM PR-33 (REV. 8-70) EDITION OF 7-67 MAY BE USED

Mr. Hosmer and I suggested the State submit a written request for this change work including: 1. A written legal opinion establishing the State's liability if nothing is done, 2. A thorough hydraulic analysis of the downstream property to determine if the proposed work will have a significant environmental effect, and 3. A detailed cost estimate.

Upon receipt of this written proposal, our legal counsel in Portland should be consulted concerning the liability of the State in correcting a hydraulic problem created by the facility constructed in 1933. If the State is liable to make this correction, it appears we should recommend approval of the work.

The State's hydraulic report should be analyzed carefully to determine if the proposal will have a significant environmental effect on the downstream owners. If not, it appears that a supplemental EIS is not necessary; however, it may still be desirable since the nature of the job will have changed substantially from the description given in the final EIS.

The present estimate of costs is in the neighborhood of $700,000. It will be necessary to determine if sufficient funds are available to go ahead with this work under a price agreement or if it will have to be rescheduled. Mr. Wolfe indicated the State desires to go ahead as soon as possible even if delaying another project is necessary.

I discussed the above matter with Mr. Zotter. He felt rather strongly that a supplemental EIS should be prepared even if the proposal does not create a significant environmental impact. He based his position on the fact that the proposal will substantially change the character of the job from that described in the original EIS. I cannot argue with his position since there appears to be ample time to process a supplemental EIS. In any event, the State would have to notify, probably by public meeting, all affected property owners prior to constructing the overflow structure. I have to agree with Zotter that a supplemental EIS appears the convenient vehicle to this end.

8046 10-15-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-OF-29(23) & RS-502(1)

STATE PROJECT NO.
WINSTON-SHADY INTCH. SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
DOUGLAS

ITEM NO.
RF-9 - EGC-542

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	OCTOBER 15, 1974	PRIMARY ROUTE 14
		STATE ROUTE NUMBER: COOS BAY-ROSEBURG HWY - PRIMARY 35

GENERAL LOCATION:
SOUTHWEST OF ROSEBURG, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ADJUSTMENTS IN THE SOUTHERN PACIFIC TRANSPORTATION COMPANY'S SIGNAL AND COMMUNICATION LINES ESTIMATED TO COST $10,000 AND FEDERAL PARTICIPATION IS ALSO AUTHORIZED IN THE RAILROAD PROTECTIVE COSTS ESTIMATED AT $26,000.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify)
RAILROAD PROTECTIVE SERVICES $26,000
ADJUSTMENT IN SIGNAL AND COMMUNICATION LINES $10,000

REMARKS

WE APPROVE THE NOVEMBER 13, 1973 AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY.

YES

OCT 16 74

FILED TO Salem, Ore.

FOR

ORIGINAL TO
Rulien
Copies - Boyd
Chidsey
10-17-74

RECEIVED
OCT 16 1974
BUREAU OF PUBLIC ROADS DIVISION

DATE
10-15-74

SIGNATURE AND APPROVING OFFICIAL
Vincent W. Lee-E

TITLE
for DIVISION ENGINEER

8046 10-10-74

Form 81-924-5000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem

FILE:

FROM: V. E. Skoog, Controller
By: R. J. Hacek, Acct. Systems Off.

SUBJECT: Peter Kiewit Sons
Contract 8046

TO: ~~C. W. Head~~ V. Gallagher
~~John Bond~~ C. Barrett

Treasurer's Receipt #1384 has been issued for U.S. Treasury Bonds totaling $470,000.00 to be used in lieu of retainage on contract 8046.

Copies of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1384

SAFEKEEPING
RECEIPT

Received for Peter Kiewit Sons Co.
Account of ~~One Thousand Kiewit Plaza~~
Omaha, Nebr. 68131

Date Oct. 10, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States g Treasury Bonds	3504 -	1	100,000	11	15	74	100,000.00
	3798	1	100,000	11	15	74	100,000.00
3½% Dated Oct 3, 1960	6913	1	100,000	11	15	74	100,000.00
	13054/5 14209						
Due 11/15/80	3642 6167 6056						
	6328 8537	12	10,000	11	15	74	120,000.00
	12284 12707						
	13829						
	4356/61	6	5,000	11	15	74	30,000.00
	4364/7	4	5,000	11	15	74	20,000.00
							470,000.00

Purpose of Deposit In lieu of retainage on State Highway# Contract No. 8046.

Authority ORS 279.575

Countersigned by Mark Rose Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 10, 1974

Peter Kiewit Sons Company
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1384, dated October 10, 1974, covering $470,000.00 United States Treasury Bonds (3-1/2%) due November 15, 1980, which we received from The Omaha National Bank, Omaha, Nebraska.

We have credited your Oregon State Highway contract number 8046 in lieu of retainage State of Oregon.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
OCT . 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

Salem, Oregon
October 9, 1974

[illegible] Terpin
[illegible] Design Engineer

Alfred Shirley
Region III Engineer

Signing Revisions
Winston-Shady Section
[redacted]
Contract No. 8046

We have received a copy of the letter to you from Glen Clark dated September 27, 1974 relative to moving the contracted location of Sign 9 on the above project.

We request that a copy of the cross-section showing sign location and a copy of the computations for the breakaway sign supports be forwarded to us for review.

WGB:we
cc: J. H. Versteeg
L. E. George
C. T. Keasey
A. W. Bates
C. H. Duval

/ Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 9 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

0000

FILE: COR 3 1.35

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE September 27, 1974

TO Alfred Shirley, Jr., Regional Engineer

FROM GLEN L. CLARK, Regional Federal Aid Engineer

REFERRED TO Bert W6D.10
Cole, Reed, Briksen, Sample, Heger, Wernen
Return, Forward, Discuss, File
BY FINAL DESIGN ENGINEER
GLC

SUBJECT Treatment of Sign No. 9
Coos Bay-Roseburg Highway
Winston-Shady Interchange Section
Contract No. 8046

Mr. Duval, Resident Engineer assisting Mr. Bates, prime Resident Engineer, asked for the normal staking review of all signs on the subject project. Many of the signs were relocated from the planned locations in the field.

One sign (No. 9) could not be resolved without further detailed drawings to assist in making a reasonable decision as to where the sign could be located to serve its intended guidance.

After considerable work, it was agreed that sign No. 9 would not be effective anywhere in the southwest quadrant of the junction of ORE42 and ORE99.

The junction is to be signalized and have a large PCC curbed island. It is recommended that this sign be installed on two breakaway pipe supports in this island.

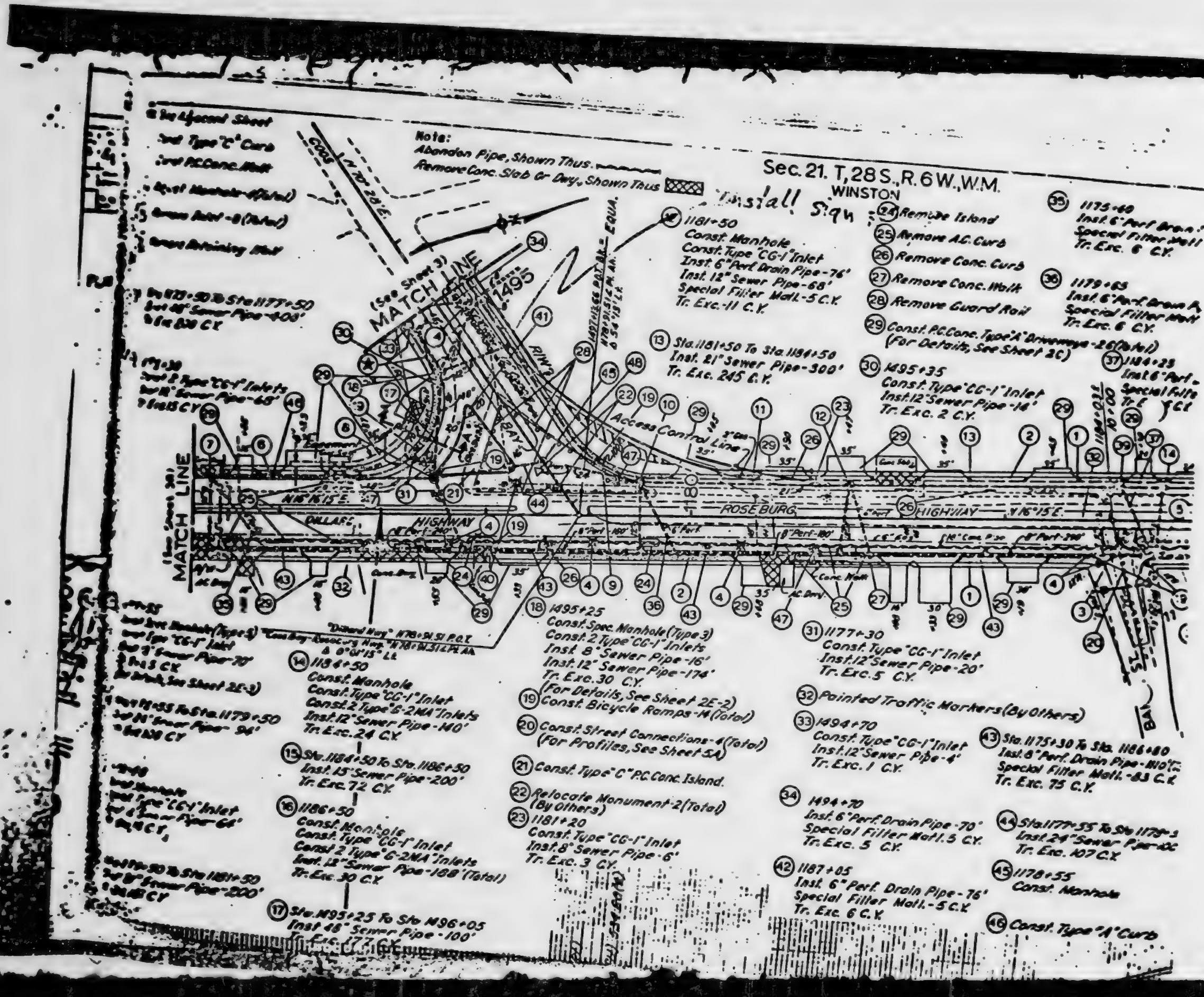
With your concurrence, by a copy of this memo I will ask Mr. Duval to initiate the necessary design change and price agreement necessary.

GLC/dt

cc: L. E. George ✓
A. W. Bates
C. H. Duval

RECEIVED
OCT 1 - 1974
TRAFFIC ENGINEERING

NOTED
BRUCE TAY OR


Sec. 21, T. 28 S., R. 6 W., W.M.
WINSTON
Note:
Abandon Pipe, Shown Thus.
Remove Conc. Slab or Dwy., Shown Thus
Install Sign
MATCH LINE
(See Sheet 3)
MATCH LINE
ROSEBURG
HIGHWAY
DILLARD
Access Control Line
BAY
Sta. 1181+50
Const. Manhole
Const. Type "CG-1" Inlet
Inst. 6" Perf. Drain Pipe - 76'
Inst. 12" Sewer Pipe - 68'
Special Filter Matl. - 5 C.Y.
Tr. Exc. - 11 C.Y.
13 Sta. 1181+50 To Sta. 1194+50
Inst. 21" Sewer Pipe - 300'
Tr. Exc. 245 C.Y.
14 1194+50
Const. Manhole
Const. Type "CG-1" Inlet
Const. 2 Type "G-2MA" Inlets
Inst. 12" Sewer Pipe - 140'
Tr. Exc. 24 C.Y.
15 Sta. 1184+50 To Sta. 1186+50
Inst. 15" Sewer Pipe - 200'
Tr. Exc. 72 C.Y.
16 1186+50
Const. Manhole
Const. Type "CG-1" Inlet
Const. 2 Type "G-2MA" Inlets
Inst. 12" Sewer Pipe - 168' (Total)
Tr. Exc. 30 C.Y.
17 Sta. N95+25 To Sta. N96+05
Inst. 48" Sewer Pipe - 100'
Tr. Exc. 177 C.Y.
18 1495+25
Const. Spec. Manhole (Type 3)
Const. 2 Type "CG-1" Inlets
Inst. 8" Sewer Pipe - 16'
Inst. 12" Sewer Pipe - 174'
Tr. Exc. 30 C.Y.
19 (For Details, See Sheet 2E-2)
Const. Bicycle Ramps - 4 (Total)
20 Const. Street Connections - 4 (Total)
(For Profiles, See Sheet 5A)
21 Const. Type "C" P.C. Conc. Island.
22 Relocate Monument - 2 (Total)
(By Others)
23 1181+20
Const. Type "CG-1" Inlet
Inst. 8" Sewer Pipe - 6'
Tr. Exc. 3 C.Y.
24 Remove Island
25 Remove A.C. Curb
26 Remove Conc. Curb
27 Remove Conc. Walk
28 Remove Guard Rail
29 Const. P.C. Conc. Type "A" Driveways - 26 (Total)
(For Details, See Sheet 2C)
30 1495+35
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe - 16'
Tr. Exc. 2 C.Y.
31 1177+30
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe - 20'
Tr. Exc. 5 C.Y.
32 Painted Traffic Markers (By Others)
33 1494+70
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe - 4'
Tr. Exc. 1 C.Y.
34 1494+70
Inst. 6" Perf. Drain Pipe - 70'
Special Filter Matl. 5 C.Y.
Tr. Exc. 5 C.Y.
35 1175+60
Inst. 6" Perf. Drain Pipe
Special Filter Matl.
Tr. Exc. 6 C.Y.
36 1179+65
Inst. 6" Perf. Drain Pipe
Special Filter Matl.
Tr. Exc. 6 C.Y.
37 1184+25
Inst. 6" Perf.
Special Filte
Tr. E
42 1187+05
Inst. 6" Perf. Drain Pipe - 76'
Special Filter Matl. - 5 C.Y.
Tr. Exc. 6 C.Y.
43 Sta. 1175+30 To Sta. 1186+80
Inst. 8" Perf. Drain Pipe - 110'
Special Filter Matl. - 83 C.Y.
Tr. Exc. 75 C.Y.
44 Sta. 1177+55 To Sta. 1179+3
Inst. 24" Sewer Pipe - 0
Tr. Exc. 107 C.Y.
45 1178+55
Const. Manhole
46 Const. Type "A" Curb

8047 Arlington Intchg-Irrigon Jct. Columbia Riv. Hwy. (grade,pave,guardrail,sign.) 1974 [redacted]

8047

September 30, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On September 29, 1976, we wrote to you concerning release of final payment on Contract No. 8047 awarded to Babler Bros., Inc., for work on the Arlington Interchange-Irrigon Junction Section of the Columbia River Highway and Old Oregon Trail in Gilliam and Morrow Counties.

Final payment on this contract is $15,000 and the total contract amount is $5,967,504.38 including $95,779.08 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams
Wendell Schwartz

6 of 7

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Const.

NAME OF JOB: Arlington Int.-Irrigon Jct.	SECTION: Arlington Int.-Irrigon Jct.
CONTRACTOR: Babler Bros. Inc.	HIGHWAY: Col. River & Old Ore. Trail
DATE OF CONTRACT: July 31, 1974	KIND OF WORK: Grade, Pave, Guard Rail, Conc. Barrier & Sign
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 8047
PROJECT AUTHORIZATION: $6,097,831.88	DATE WORK STARTED: October 17, 1974
EXCLUSIVE OF ENGINEERING: $5,664,208.28	SPECIFIED WORK DAYS
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,846,885.00	SPECIFIED CALENDAR DAYS: 325
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Over 3 %	SPECIFIED COMPLETION DATE
ENGINEERING AUTHORIZATION: $433,623.60	
ENGINEERING COST TO DATE: $244,463.54	
PERCENT OF AUTHORIZATION: 56 %	

WEEK ENDING: September 25, 1976	
SECTION PREFIX: 611-1076	
COUNTY: Gilliam & Morrow	
FEDERAL AID PROJECT NUMBER: I-80N-4(27)137 & I-80N-5(45)	
ESTIMATED COMPLETION DATE: 145 WORK DAYS USED	
CALENDAR DAYS USED: 357	
PERCENT OF TIME ELAPSED: 110	
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100	
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103	
DATE PROJECT WAS COMPLETED: NOVEMBER 5, 1975	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	430,200 Tons		

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXXXXXXXXXX	PAVING
MILES IN PROJECT	29.53	29.53		SLIDE	29.53
MILES PARTIALLY COMPLETED					
MILES COMPLETED	29.53	29.53			29.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)	146,050 CY	190,000 Ton		195,000 CY	286,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	106,785 CY	164,780 Ton		240,200 CY	284,200 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	106,785 CY	164,780 Ton		240,200 CY	284,200 Ton
AVERAGE DAILY QUANTITIES This week	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Rain	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Windy	0		
FRIDAY	Fair	0		
SATURDAY	Fair	0		

Keasey Bond Jackmond Harwood Johnsen Walker Beckham Richards Gwinn Berg

RECEIVED
SEP 27 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

Cleanup of quarry at 3 mile canyon completed.

3rd notification was submitted on Monday September 20, 1976.

FINAL REPORT.

SIGNED J K Haydon LOCATION McNary

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7216

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 23, 1976

FROM: A. Thumb for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8047, Work Completed November 5, 1975

Project Arlington Intchge.-Irrigon Jct.

Highway Columbia River and Old Oregon Trail

County(ies) Gilliam and Morrow

Type of Work Grading, Paving, Barrier and Signing

Contractor Babler Bros., Inc.

Recommended Acceptance Date September 29, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:bb

cc: E. S. Hunter
W. J. Hart

RECEIVED
STATE HWY ENGR
SEP 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
H. S. Coulter
STATE HIGHWAY ENGINEER
Date 9-27-76

Letter written
9-29-76

8047

December 19, 1973

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
P. O. Box 02008
Portland, Oregon 97202

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8047 for work on the Arlington Interchange-Irrigon Junction Section of the Columbia River and Old Oregon Trail Highways in Gilliam and Morrow Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 32 days is granted because of late work added by Price Agreement No. 14 (seeding, mulching, fertilizing and slope protection at Arlington Slide Area). This will eliminate all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey w/att.
W. E. Schwartz w/att.
Robert Church w/att.
Dick Hacek w/att.

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 18, 1975

In reply refer to: 1041DA.5

SUBJECT: I-80N-4(27)137 & I-80N-5(45)145
Arlington Interchange-Irrigon Junction Section
Old Oregon Trail Highway
Request for Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in extending the contract 32 days as requested in Mr. Coulter's December 15, 1975 letter.

for G. L. Green

RECEIVED
DEC 19 1975

RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Stmt | Act | File

8047

December 15, 1975

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Arlington Interchange-Irrigon Junction
Contract No. 8047
FAP No. I-80N-4(27)137 and I-80N-5(45)145
Request for Time Extension

Babler Brothers, Inc. requests a 32-day extension for late seeding, mulching and slope protection work performed in the vicinity of the Arlington Slide. The slide itself was unanticipated and involved over one-half million dollars of additional work performed by the contractor under price agreements and extra work orders. This was done during the 74-75 winter dormant time period and, subsequent to that, concurrently with regular contract work so that fortunately there was no major impact on the overall contract project. The paving work, which was the major contract item, was completed August 1 with 81 percent of the 325 days contract time allowed elapsed.

Price Agreement No. 14 is dated August 22 and is in the amount of $51,352.00 for seeding and mulching the slide area and related haul roads and crossovers plus a wire netting slope protection over the steeper slopes in the disturbed area which could not be covered with the gravel blanket. This was the major work accomplished on the liquidated damage time. The project was all completed November 5, 1975. A 32-day extension is easily justified and will eliminate all liquidated damages. We ask your concurrence.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js
bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

FORM 61.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 11, 1975

FILE: CON 5 #8047

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Arlington Interchange-
Irrigon Junction
Contract No. 8047
Request for Time Extension

Babler Brothers, Inc. requests a 32-day extension for late seeding, mulching and slope protection work performed in the vicinity of the Arlington Slide. The slide itself was unanticipated and involved over one-half million dollars of additional work performed by the contractor under price agreements and extra work orders. It was done during the 74-75 winter dormant time period and subsequent to that concurrently with regular contract work so that fortunately there was no major impact on the overall contract project. The paving work, which was the major contract item, was completed August 1 with 81 percent of the 325 days contract time allowed elapsed. Price Agreement No. 14 is dated August 22 and is in the amount of $51,352.00 for seeding and mulching the slide area and related haul roads and crossovers plus a wire netting slope protection over the steeper slopes in the disturbed area which could not be covered with the gravel blanket. This was the major work accomplished on the liquidated damage time. The project was all completed November 5, 1975. A 32-day extension is easily justified and will eliminate all liquidated damages.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
DEC 12 1975

B-100 (Rev.)—SM—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Nov. 17, , 1975

Gentlemen:

325-004 We, the undersigned, respectfully request an increase in the number of workdays from 318 days to 357 days, within which to complete our Contract No. 8047, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Additional work required by P.A. No. 14, Seeding, Mulching, Fertilizing and slope protection of slide area and construction crossovers and rock removal areas, caused the overrun of 32 Calendar Days.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By R. A. Richards
R. A. Richards

CONSENT OF SURETY

Date November 17, , 1975

We, THE TRAVELERS INDEMNITY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Leonard A. Forsgren
Corroon & Black of Oregon

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8047 Contractor Babler Bros., Inc.

Highway Columbia River and Old Oregon Trail

Section Arlington Interchange–Irrigon Jct.

Kind of Work Grading, Paving, Concrete Barrier and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 32-day time extension of contract time because of late work, Price Agreement No. 14 (Seeding, mulching, fertilizing, slope protection on Arlington Slide and related haul roads and crossovers).

Recommended for Approval:

REGIONAL CONSTRUCTION ENGINEER

Construction Engineer or Bridge Engineer

State Highway Engineer

SP*8288-734

Contract No.	8047
Project designation	I-80N4(27)137 I-80N-5(45)145 State Federal
Date awarded	July 31, 1974
Work started	Oct. 17, 1974
Per cent completed 100	Nov. 5, 1975 Date
No. of Workdays Allowed	325
No. of Workdays Used	357
No. of Added Workdays Requested	32

8047

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1975

U. S. National Bank
Citizen's Branch
PO Box 14729
Portland, OR 97214

Attention: Barbara Franz

We received a xerox copy of TCD # 4 197135, $130,000, from the State Treasurer. Apparently, this TCD replaced matured TCD's # 14 189760, $100,000, and # 14 197038, $30,000. We enclose safekeeping receipts 144302 and 144258 for the matured certificates.

However, as TCD # 1 197135 is an entirely different instrument from the two matured certificates, please send to us a safekeeping receipt for the account of "Oregon State Highway Division" for the certificate. At present, nothing on the copy of the certificate indicates a Highway Division interest in the certificate.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: Babler Bros.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

8047

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

November 17, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

State Treasurer
100 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Please cancel safekeeping receipt 1458, $25,000 and safekeeping receipt 1508, $30,000. At the request of the contractor, Babler Bros. Inc. the amounts are to be transferred from contract 8047 to contract 8081 ($35,000) and 8235 ($20,000) as securities deposited in lieu of retainage.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Babler Bros. Inc.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-7043122

5041

LETTER OF APPROVAL AND/OR AUTHORIZATION

and

STATE PROJECT NO.
Arlington Interchange
Irrigon Junction

COUNTY NAME
Gilliam & Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I 786 & 787

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
Coulter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-25-74	10-14-75	Interstate Rt. 80N	Columbia River Highway #2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
Construct temporary fences at median cross-over roads, seeded and mulched.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of October 30, 1975 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 in the estimated amount of $1,000 - Federal Funds $900.

RECEIVED
NOV 13 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-10-75	C R Burghardt	Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8047

APPLYING TO CONTRACT PROJECTS

Order No. 6

Section Arlington Intchg.-Irrigon Jct. Date October 14, 1975

Highway Columbia River & Old Oregon Trail F.A.P. No. I-80N-4(27)137 & I-80N-5(145)145

County Gilliam & Morrow Prefix 611-1076 Account No. 264-06

Description of Work To Be Done:

Construct temporary fences at median cross-over roads that have been newly seeded & mulched.

Location by Station Numbers:

Throughout the project. See list by station numbers on reverse side.

Estimate of Quantities and Costs:

Labor	$ 500.00
Equipment rental	300.00
Materials & supplies	200.00
Total	$1,000.00

APPROVED EFFECTIVE DATE: 10/14/75
Contingent upon modification of project agreement if additional funds are required.
BY C R Berghardt
TITLE Engineering Coordinator
DATE 10/14/75
FEDERAL HIGHWAY ADMINISTRATION

Explanation: Some of these cross-over roads were in existence at the time of contract letting, some were constructed in accord with the Special Provisions. All have now been seeded and mulched to return to a natural condition. Temporary fences are necessary to prevent further crossing until grass has grown. State forces better prepared with salvaged materials and should perform the work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 6,097,831.80
Present estimate of project cost, including $1,000.00 for work under this order	$ 6,316,820.00
Expected ~~xxxxxxxx~~ over-run (amount)	$ 218,989.00
Expected ~~xxxxxxxx~~ over-run (per cent)	3.6

Space to right of this line for use of Salem Office

Submitted by: J. R. Hagedorn
Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

8047

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

October 10, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Babler Bros., Inc.
4617 SE Milwaukee Ave.
Portland, OR 97202

Attention: Ray Richards

Please disregard our letter to you of October 8, 1975. As agreed in our telephone conversation today, we have transferred amounts held in safekeeping by U. S. National Bank of Oregon as follows:

From Contract	Amount	To Contract	Amount
8049	$100,000	8203	$100,000
8047	175,000	8081	100,000
		8235	75,000

Vernon E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP:pl

cc: U. S. National Bank of Oregon

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

047

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 8, 1975

Babler Bros. Inc.
4617 SE Milwaukee Ave.
Portland, OR 97202

Attention: Ray Richards

We have transferred amounts held in Safekeeping by U.S. National Bank as deposits in lieu of retainage on our contracts with Babler Bros. as directed in your letter of October 6, 1975:

From Contract:	Amount	To Contract:	Amount
8049	$100,000	8203	$100,000
8047	230,000	8081	135,000
		8235	95,000

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: U. S. National Bank of Oregon

bc: ~~C. W. Head~~ R. Church
~~J. Bond~~ C. Barrett

NOTED
C. W. HEAD

Form 81-734-3122

8-7

CON -5

Robert Straub

August 8, 1975

United States National Bank of Oregon
PO Box [illegible]729
Portland, OR 97214

Attention: C. C. Langer

Re: Babler Bros. Inc.
Contracts 8047 & 8081

We have received your Safekeeping Receipt No. 144457 for TCD 4 189768, $250,000.00, to be used in lieu of retainage on our contracts with Babler Bros. Inc. as follows:

Contract	Amount
8081	$ 75,000.00
8047	175,000.00

Please note that the State Treasurer need not be notified when a bank's safekeeping receipt is sent to the Highway Division. However, if the actual security is to be held by the State, it should be sent to the State Treasurer, who will issue a Safekeeping receipt for the security.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Babler Bros. Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch Citizens No. 20

144457

16

DATE 8-6-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY B. Franz

The account of

Babler Bros. Inc
4617 S.E. Milwaukie
Portland, Oregon 97202
Assigment to Oreg. State Highway attached

$250,000.00	TCD 14 189768 dated 8-6-75 due 11-4-75 @ 6.75%

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-000 7/78

Customer Copy

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 233-5536

LLOYD BABLER
PRESIDENT
LLOYD BABLER, JR.
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS G. BABLER
VICE PRESIDENT
MAE A. POLLOCK
SECRETARY-TREASURER

3)

August 6, 1975

Treasurer, State of Oregon
State Capitol
Salem, OR 97310

Attention: Mr. Merle Crowe
Cashier

Dear Mr. Crowe:

In accordance with provisions of Section 109.09 of the Standard Specifications - 1974, and ORS 279.575, we have this day assigned to Oregon State Highway Division, Salem, Oregon, the following security:

Time Certificate of Deposit No. 4 189768
Issued August 6, 1975, Maturing November 4, 1975
In the Face Amount of: $250,000.00
Held on the books of Citizens Branch, U. S. National Bank of Oregon, in Portland.

The U. S. National Bank has been instructed to inform you that they are holding for your order a properly executed assignment of the Certificate of Deposit No. 4 189768.

Please effect the following allocation of this certificate to apply to the retainage on:

Contract No. 8081 Lebanon Road Interchange-Halsey Interchange	$ 75,000.00
Contract No. 8047 Arlington Interchange-Irrigon Junction	175,000.00
	$250,000.00

At the maturity date of this Certificate No. 4 189768 we will instruct the Bank to renew on the same basis as originally issued and strict accordance with the existing assignment.

AUG - 6 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

AN EQUAL OPPORTUNITY EMPLOYER.

80-7 STATE COPY 45

MONTHLY TRANSACTION NUMBER: 8-31	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Gilliam
MODIFICATION NUMBER: 1	8 6 (PPM 21-7)	PROJECT NUMBER: I-80N-4(27)137 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,653,993	$2,470,345
Federal Funds	$1,526,138	$2,279,600
Other revisions		

This modification is made for the following reasons:

To include increase in cost for correction of slide.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of August, 19 75.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Oregon State Highway Division
(Official name of Highway Department)

By E J Bunten

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By _____
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon, July 28, 1975

Federal Aid Project
No. I-80N-4(27)137 Safety

Arlington Intchge.-Heppner Intchge. Section
Columbia River Highway in Gilliam County

Revised Project Agreement Estimate.

Type Code 6203
Pavement Overlay (Sta. 1616+49 thru Equa 1662+50 = 73+02.91 to Sta. 504+00)

Subtotal on Previous Estimate of August 7, 1974			$ 877,790.00
Additional Approved Items			
P.A. No. 10 Class 'C' Asphalt Concrete Mixture	2,236 ton	5.50	12,298.00
P.A. No. 10 Class 'E' Asphalt Concrete Mixture	1,118 ton	6.50	7,267.00
P.A. No. 10 Asphalt Cement In Mixture	234 ton	75.00	17,550.00
P.A. No. 10 Asphalt In Tack Coat	5 ton	100.00	500.00
P.A. No. 10 Aggregate Shoulders	200 ton	3.20	640.00
			$ 38,255.00
	Subtotal		$ 916,045.00
	Engineering		91,604.00
	Total		$ 1,007,649.00

Type Code Y106
Roadway (Safety Work) (Sta. 1616+49 thru Equa. 1662+50 = 73+02.91 to Sta. 504+00)

Subtotal on Previous Estimate of August 7, 1974			$ 625,840.00
Additional Approved Items			
EWO 3 Emergency Slide Work	All Required		72,444.39
P.A. 3 General Excavation	236,300 cu.yd.	1.75	413,525.00
P.A. 3 Gravel Inlay	59,100 cu.yd.	1.80	106,380.00
P.A. 3 Gravel Blanket on Slide Area	5,700 cu.yd.	1.90	10,830.00
P.A. 3 Gravel Blanket on Waste Area	12,400 cu.yd.	2.00	24,800.00
P.A. 8 Install Guard Rail, Type 2A	3,587.5 lin.ft.	5.40	19,372.50

SFO 2 Exploration Drilling	All Required	9,081.15
SFO 3 Emergency Slide Work	All Required	45,000.00
SFO 4 Pacific Power & Light Co.	All Required	2,450.62
	Increase	$ 703,883.66
	Subtotal	$ 1,329,723.66
	Engineering	132,972.34
	Total	$ 1,462,696.00

Length of Project - - - - - - 9.04 miles

Cost of Roadway Per Mile - - $111,465.59 Overlay
Cost of Roadway Per Mile - - $161,802.65 Safety

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Overlay	$1,007,649.00	$ 929,850.00	$ 77,799.00
Safety	1,462,696.00	1,349,750.00	112,946.00
Total	$2,470,345.00	$2,279,600.00	$190,745.00

Group 1 - 30%

Contract No. 8047

Prefix 611-1076

8047

Form B-668 (Rev. 11-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5/27/75
Contingent upon modification of pre-agreement if additional funds are required

BY R. I. Valach

TITLE Dist. Engineer

DATE April 24, 1975

FEDERAL HIGHWAY ADMINISTRATION

Project Name Arlington Int. - Irrigon Junction

Highway Columbia River & Old Oregon Trail — Contract No. 8047

County Gilliam & Morrow — Prefix 611-1076

Contractor Babler Bros., Inc. — F. A. Project No. I80N-5(45)145

Address 4617 Milwaukie Ave., Portland, Oregon 97202 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replace existing Parkway legend and borders with Miro Flex legend and borders on the following signs: #66, 76, 80, 82, 85, 94, 97, 100, 102, 109, 119, 125, 128, 130, 132, 135, & 136.

Info	FOR	REFER TO Coulter	RECEIVED STATE HWY ENG. MAY 20 '75
Inves			
R/D			
O/R			
Sign			
Act			
File			

Location by station numbers:

1138+80 to 226+90

Approval Recommended as of 5-27-75

Estimate of quantities and cost:

Materials.....	$2,500.00
Labor.....	2,000.00
Equipment.....	500.00
TOTAL.....	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

After these signs were moved to a 30 foot setback the parkway legend and borders became ineffective.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$6,097,831.88	
Present estimate of project cost, including $5,000.00 for work under this order	$6,295,295.29	
Expected ~~under-run~~ over-run amount	$197,463.41	
Expected ~~under-run~~ over-run per cent	3.24	

Space to right of this line is for use of Salem Office

Submitted by: J.R. Hagedorn, Resident Engineer

Approval Recommended: REGIONAL CONSTRUCTION ENGINEER

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer.

SP*97006-734

8047 4-25-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-4(27)137

STATE PROJECT NO. Arlington Interchange - Irrigon Junction Section

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.

ITEM NO. I-787

COUNTY NAME Gilliam

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR APR 29 '75 REFER TO Schroeder FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	October 18, 1974	Interstate Route 80N

STATE ROUTE NUMBER: Columbia River Highway Route #2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

You are authorized to proceed with actual adjustments for Pacific Power and Light Company's power lines effective October 18, 1974. Reimbursement on an agreed lump sum basis of $3,633.32 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

I approve the agreement with the Pacific Power and Light Company cons[illegible] f your Utilities Engineer's verbal notice and the Pacific Power & Light Co[illegible]y's December 17, 1974 letter and the plans and estimate furnished by Mr. Preston's January 7, 1975 letter. The existance of Mr. Holcomb's certification of the Pacific Power & Light Company's property rights is acknowledged.

RECEIVED APR 29 1975 Office of State Highway Engineer

Kuhn - TAA Board Copy 4-29-75

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-25-75	C R Burghardt for	Division Engineer NOTED R. L. SCHROEDER

FORM PR-1243 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8047

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

February 6, 1975

Salem

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Babler Bros. Inc.
Contract 8047

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

TCD No. 129686, in the amount of $30,000.00, has been deposited in lieu of retainage on contract 8047. (Safekeeping Receipt 1508).

A copy of the Safekeeping Receipt and transmittal letter will be filed in the contract file, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1508

SAFEKEEPING RECEIPT

Received for Account of Babler Bros Inc.
4617 S E Milwaukie
Portland, Oregon 97202

Date Feb. 4, 1975

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit No. 129686	129686	1	30,000				30,000.00
dated 1-28-75 Due 2-27-75							
5%							
U.S. Nat. Bank of Oregon, Citizens Branch							
Safekeeping Receipt No 144302							
							30,000.00

RECEIVED
FEB 06 1975
Control Acct.

Purpose of Deposit In lieu of retainage on State Highway# Contract No. 8047

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 4, 1975

Bahler Brothers, Inc.
4617 SE Milwaukie
Portland, Oregon 97202

Attn: RA Richards

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1508, dated February 4, 1975, in the amount of $50,000.00, covering Time Certificate of Deposit No. 14-00129686, 5%, due February 27, 1975, held at the Citizens' Branch, US National Bank of Oregon, Portland, Oregon.

Sincerely,

JAMES A. REDDEN, State Treasurer

By

Merle Crowe, Cashier

MC:KO

cc: Dick Hacek
Oregon State Highway Division

RECEIVED
FEB 06 1975
Contract Accts.

RECEIVED
FEB 5 1975
FINANCE BRANCH

COPY

#0A-17

January 13, 1975

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, OR 97208

Dear Sir:

Re: Landslide on Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Relocation of Columbia River Highway

A major landslide occurred last October on a section of I-80N just east of Arlington from Station 1628 to Station 1638 which you constructed under this contract number. Rubble and boulders falling on the freeway caused such a hazard to the traveling public that the Oregon Highway Division, in concurrence with the Federal Highway Administration, responded with immediate corrective measures to remedy the slide. The four-lane freeway traffic has been reduced to two lanes through a three-mile detour section past the slide for the duration of corrective work contracted by Babler Brothers.

This landslide is of major proportions and considered to be the result of your earlier construction activity in the area. Estimates of costs for the current corrective program range from $600,000 to $700,000. Since the original work done was your responsibility and the entire project was necessitated as a result of your works along the Columbia River, we request you to participate by funding this slide correction project. You may wish to send your slide experts to visit the site and review the field conditions. We will cooperate with your people in their studies.

Your contract was executed in October 1961 for the relocation of a portion of the Columbia River Highway. This part of the project was constructed by Peter Kiewit Sons Company. During the contract period from September 1963 to March 1965, mud and raveling material was removed as your responsibility from the roadbed several times after the roadway and slopes were completed.

On June 7, 1966, Work Authorization No. OSH-JD-2 "Deferred Construction" was approved by your Contracting Officer to stabilize slopes on Highway I-80N between Stations 1624 and 1646. This work was done by State Forces and consisted of placing wire netting, mulching, seeding, and fertilizing approximately 4.5 acres.

Through this section the original slope was designed with 2:1 slopes in the overburden material above the 1/4:1 rock cut slope. At an April 1964 meeting, your people and ours decided that 1-1/2:1 slopes would be substituted for the plan 2:1 slopes in earth. This plan was executed.

The slide occurred within a thin alluvial clay layer that was apparently overstressed after the cut was completed. The base of the slide is at a uniform elevation about one-quarter of the way down from the top of the slope. The material in the body of the slide is a mixture of angular rock and boulders and silt and sand beds.

Since the original work was done as your responsibility and the entire project was necessitated as a result of Corps actions, again we request that you participate in funding this slide correction project.

Very truly yours,

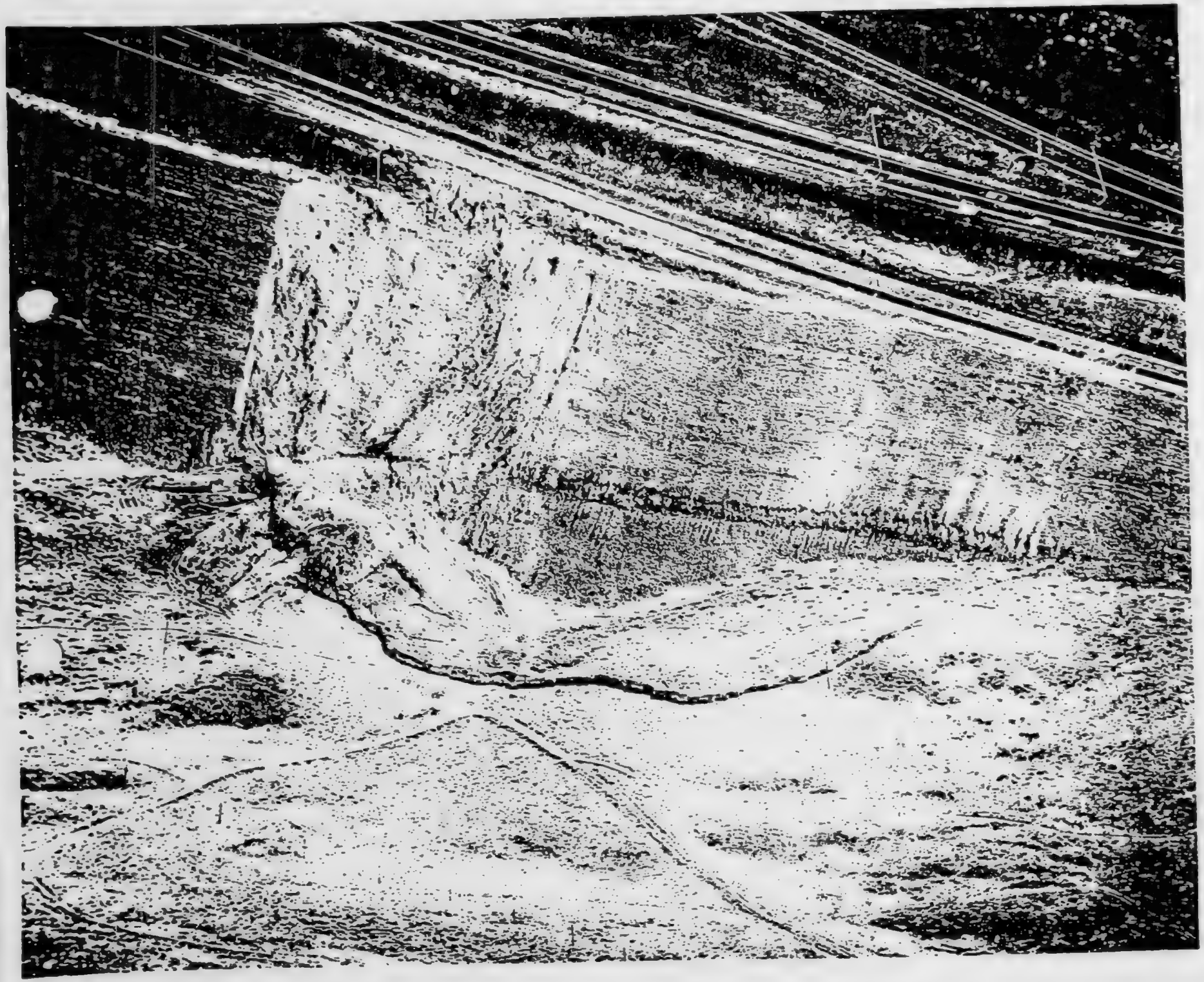
F. B. Klaboe, Administrator
and State Highway Engineer

Enclosure

cc: Walla Walla District
Corps of Engineers

bc: A. E. Johnson
H. S. Coulter
E. S. Hunter
Walt Barrie
C. T. Keasey
Victor D. Wolfe (Att: Don Keyes)
W. E. Schwartz

ELJ:fr srb



DEPARTMENT OF JUSTICE

Memorandum

DATE: December 31, 1974

TO: File

FROM: Jack Sollis

SUBJECT: Arlington Slide, Columbia River Highway Approximate Mile Post 138.6

I have reviewed all of the memorandum relating to the recent Arlington slide, the agreement with the Corp of Engineers in the original reconstruction of this section of freeway back in the 1960's and the existing law relating to the responsibility of the Corp of Engineers for any damage caused by the raising or lowering of a reservoir.

It is my opinion that unless the Highway Division can establish through geological studies or engineering studies a direct relationship between the raising and lowering of the pool and this slide that there is no way they can require the Corp of Engineers to participate in the repairing of the damages caused by this slide.

The period for deferred maintenance under our agreement with the Corp of Engineers has expired and the law relating to the responsibility of the Corp of Engineers provides that they will be responsible if the highway has been or is being damaged or destroyed by reason of the operation of any dam or reservoir under their jurisdiction and until such a causal relationship can be established I do not believe that the Corp of Engineers has any responsibility.

I am not aware of any facts one way or the other relating to the causal relationship between the operation of the dam and reservoir and this slide and this is a strict engineering matter that would have to be determined by, I presume, geological studies of the area.

ph

Form A-15 (Rev. 8-68)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Agreement if federal funds involved

Contract No. [illegible]

Order No. 3

Date December 24, 1974

Section Arlington Interchange- Irrigon Jct.

F.A.P. No. I-80N-4(27)~~157~~ 137 I-80N-5(45)145

Highway Columbia River and Old Oregon Trail

Prefix 611-1076 Account No. 279-03

County Gilliam and Morrow

Description of Work To Be Done:

Emergency work at outset of earthslide. Pushing loose, dangerous material from top of cut slide; flagging and providing 24 hour watchmen and signing; signing, striping, grading and other work involved in establishing a detour which placed all traffic on the W. Bnd. lanes from the slide to approximately 3 miles east.

Location by Station Numbers:

1628 through equation 1662+50.00 Bk.= to 200+00 for= 73+02.91 Ah.

Estimate of Quantities and Costs:

	Costs to date	To complete	Totals
Labor	$18,030.	$3,620.	$21,650.
Equipment rental	8,000.	2,750.	10,750.
Materials & Supplies	11,816.	984.	12,800.
	$37,846.	$7,354.	$45,200.

Explanation: Emergency work on earthslide. The amount estimated to complete will cover the work necessary to restore the highway to a normal 4-lane condition after slide correction work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$6,097,831.88
Present estimate of project cost, including $45,200. for work under this order	$6,364,668.60
Expected ~~under-run~~ over-run (amount)	$266,836.72
Expected ~~under-run~~ over-run (per cent)	4.38

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] REGIONAL CONSTRUCTION ENGINEER

Approval Recommended: [signature] for: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

8047

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

December 13, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Babler Bros Inc.
Contract 8047

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1458 (TCD 144258 - $25,000.00) has been issued to record a deposit in lieu of retainage on contract 8047.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1458

SAFEKEEPING RECEIPT

Received for Account of Bahler Bros Inc. General Contractors
4617 S. E. Milwaukie Ave.
Address Portland, Oregon 97202

Date Dec. 11, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Due 6-2-75 8% U.S. National Bank of Oregon Citizens Branch U.S. Portland Safekeeping Receipt No 144258	4-129597	part	100,000				25,000.00
							25,000.00

RECEIVED
DEC 12 1974
Control Acct.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8047

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

1111

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 11, 1974

Babler Brothers Inc.
General Contractors
4617 S.E Milwaukie Avenue
Portland, Oregon 97202

Attn: A. R. Richards

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1457 and 1458, dated December 11, 1974, covering Time Certificate of Deposit number 4-129597, due June 2, 1975, (8-%) in the amount of $100,000.00 held at the United States National Bank of Oregon, Citizens Branch, Portland, Oregon.

We have credited your State Highway contracts as follows:

Contract No.	Amount
8047	$25,000.00
8049	75,000.00
	$100,000.00

This cancels safekeeping receipt number 1451, dated December 5, 1974, in the amount of $100,000.00 which we previously issued to you.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

by

Merle Crowe, Cashier

RECEIVED
DEC 12 1974
Contract Acctg.

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-9 (REV. 6-61)

12-12-74

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD															
2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT		FUTURE	YEAR	REGION	STATE NAME						
		I-80N, Arlington, E. 8.81 mi.			4,900	9,300	94	10	Oregon						
3	CHARACTER OF PROPOSED WORK (35 spaces)		NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY								PROJECT NUMBER			
				FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR.				
	Gr., Dr., H.T. Pave., Signs, G.R.									I-	80-4(27				
4	CLASS OF FEDERAL FUNDS [1]					COUNTY NAME									
	Interstate					Gilliam									
	NAME OF URBAN AREA			F.A. SYSTEM				RTE NO.	FEDERAL AID		STATE				
				Interstate				I	I-80N		2				

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1															
5					PE ROW CONST		ITEM AS NOW PROGRAMED	786	I-80N-4(27) 137	I-80N, Arlington, E. 8.14 mi. (Arlington Intchge.- Heppner Intchge. Sec.)	8.14	1,653,993	1,526,138	127,855	Gr., AC pa with Safet slope and m
										PROJECT TOTAL	8.14	1,653,993	1,526,138	127,855	
5					PE ROW CONST		REQUESTED REVISION	786	I-80N-4(27) 137	I-80N, Arlington E. 8.81 mi. (Arlington Intchge.- Heppner Intchge. Sec.)	8.81	2,164,700	1,997,500	167,200	Gr., AC pa with Slide revis signs, draina
										PROJECT TOTAL	8.81	2,164,700	1,997,500	167,200	

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

CARD 1: COLUMN 80 → CODE 11 — CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from each action.

REASON FOR CHANGE: Extend the project limits westerly 0.67 mile to include the A add slide correction to the character of proposed work and increase the projec the additional work.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPR
June 24, 1974	DATE: 12-12-74	DATE:	DATE:
OTHER:	SIGNATURE:	SIGNATURE:	SIGNATURE:
	Project Management Engineer	TITLE:	TITLE:

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

12-12-74

5017

FORM PR-9 (REV. 4-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

12-12-74

PROJECT LOCATION (45 typewriter spaces): I-80N, Arlington, E. 8.81 mi.

ADT: 4,900 — FUTURE: 9,300 — YEAR: 94

REGION: 10

STATE NAME: Oregon — STATE CODE: 41

APPN. CODE: 042

ITEM NO.: 786

PROPOSED WORK (35 spaces): T. Pave., Signs, G.R.

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER-AGR. NO.: 80-4(27)

I PROJECTS ONLY: POST MI.: 137 | DESIG.: N

FUNDS: Interstate

COUNTY NAME: Gilliam — CODE: 021

F.A. SYSTEM: Interstate

RTE NO.: I — FEDERAL AID: I-80N — STATE: 2 — U.S.: I-80N

WORK TYPE	B.R.C.	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED	786	I-80N-4(27) 137	I-80N, Arlington, E. 8.14 mi. (Arlington Intchge.- Heppner Intchge. Sec.)	8.14	1,653,993	1,526,138	127,855	Gr., Dr., and overlay with AC pavement, 4-12' lanes with 10' R & 6' L shldrs. Safety revision of roadway slopes, signs, guardrail and minor drainage strs.
					PROJECT TOTAL	8.14	1,653,993	1,526,138	127,855	
PE ROW CONST		REQUESTED REVISION	786	I-80N-4(27) 137	I-80N, Arlington E. 8.81 mi. (Arlington Intchge.- Heppner Intchge. Sec.)	8.81	2,164,700	1,997,500	167,200	Gr., Dr., and overlay with AC pavement, 4-12' lanes with 10' R & 6' L shldrs. Slide correction, safety revision of roadway slopes, signs, guardrail and minor drainage strs.
					PROJECT TOTAL	8.81	2,164,700	1,997,500	167,200	

has been submitted Yes ☐ — PROJECT WITHDRAWN YES ☐

CODE 11 — CODE 2

use two or more projects. Prepare a form PR-1 for all ing from each action.

REASON FOR CHANGE: Extend the project limits westerly 0.67 mile to include the Arlington slide and add slide correction to the character of proposed work and increase the project costs to reflect the additional work.

-MORE-

AL: 74

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: 12-12-74	DATE:	DATE:
SIGNATURE:	SIGNATURE:	SIGNATURE:
Project Management Engineer	TITLE:	TITLE:

...one class of project to another, or covers joint financing, show both classes of funds involved.

FORMS ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 40988-P61

December 5, 1974

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Arlington Slide

This negative declaration for the subject project is submitted for your concurrence. Since early October 1974, a persistent earth slide has created a severe hazard to vehicular traffic immediately east of the city of Arlington. The current condition includes complete closure of the eastbound lanes, with that traffic routed on part of the westbound facility.

The slide area is located on a bluff nearly 200 feet above the roadway, and the loosened material is sliding and rolling down on the pavement.

Since this is an emergency situation, there has been some attempt to remedy the problem by hauling the slide material away to a suitable disposal site. To date, about 20 MCY of the estimated total 190 MCY slide mass has been disposed of. It is planned to continue this effort of disposal and utilize the material on an adjoining on-going highway construction project. This is the section from Arlington Interchange to Irrigon Junction.

The current plan is to flatten the connecting 3:1 slope between the east and westbound roadways in an approximately 1,000-foot long section about three miles east of the slide location. Through this proposed disposal area the median is about 60 feet wide and the new material can be laid at a 4:1 slope.

With the eastbound lanes presently not in use, it is possible to haul the material in trucks along the right shoulder, returning westbound on the eastbound travel lanes.

When the slide removal has been accomplished, a counterbalance of rock will be placed at the lower edge of the slip plane to prevent further subsidence. This will require approximately 55 MCY. In addition, both the slide area and the disposal area will be covered with a rock blanket to counteract wind erosion which is characteristic of this region.

No adverse environmental effects are anticipated as a result of the previously described construction activity.

It is the conclusion of the Oregon State Highway Division that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is requested.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
G. A. Potter
Carl Williams

SJC:GR:cb: ab

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-4(-)
Arlington Landslide

DATE: November 27, 1974

In reply refer to: 1041DA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In response to Mr. Hunter's November 25, 1974 letter, I concur that it is in the public interest to proceed with the necessary corrective work through negotiation with the contractor on existing contract (I-80N-4(207)137 & I-80N-5(45)145). Mr. Hunter's letter provides adequate basis to support this decision with the most compelling issue being one of public safety with the need to restore four-lane divided service on the Interstate Freeway.

You are hereby notified that the corrective work on the Arlington slide has been found eligible for participation with FAI funds and that necessary programing (PR-9) should proceed immediately. An eligibility date of October 16, 1974 was previously formally established in my memorandum of November 12, 1974. The program documents should incorporate a suitably detailed negative declaration.

NOTED
E. S. HUNTER

It is understood that there is basic agreement in the nature of the corrective work and that you have proceeded with the additional drill holes and analysis agreed to during recent field reviews. Also it is understood that there is general agreement in the need to construct the buttress as soon as possible after the slide debris excavation to minimize the potential for further movement and expansion of the present landslide limits.

12-2-74
cc: Coulter
Keasey
Williams

G. L. Green

cc:
OSHD (L W Rulien)
OSHD (C Laux)
OSHD (D Hacek)
OSHD (V Boyd)
S HUFF

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DEC 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

N 2 '74
REFER
FOR

8047

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Arlington Interch.-Irrigon Jct. Date November 25 12-19-74 19 74

Highway Columbia River and Old Oregon Trail Contract No. 8047

County Gilliam and Morrow Prefix 611-1076 I-80N-4(27)137

Contractor Babler Bros., Inc. F. A. Project No. I-80N-5(45)145

Address 4617 S.E. Milwaukie Ave., Portland, Ore. 97202 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Remove dangerous material from top of slide
2. Construct protective berm
3. Construct haul roads from slide to waste area
4. Remove all haul roads and dress contingent slopes

Approval to proceed as of 10-29-74

Location by station numbers:

1628 through Equation 1662+50.00 Bk = 73+02.91 Ah to 170 + or -

Estimate of quantities and cost:

Labor	$10,000.
Equipment rental	17,000.
Total	$27,000.

Only

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STATE HWY ENGR
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REFER TO
FOR

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is mostly for the emergency measures taken to protect the travelling public from a cut slide that occured just outside of the project limits.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order the Salem office will return one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$6,097,831.88
Present estimate of project costs, including $27,000. for work under this order	$6,364,668.60
Expected over-run amount	$ 266,836.72
Expected over-run per cent	4.38

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] For Construction Engineer or Bridge Engineer

Approval Recommended: [signature]

Approved [signature] Construction Engineer

AD
12-12-74

November 25, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

The Arlington Landslide
Gilliam County
I-80N

Your approval is requested to proceed under the existing contract FAI No. I-80N-4(207)137 and I-80N-5(45)145 for the emergency repair of the landslide which has closed both eastbound lanes. You are requested to sanction an emergency correction which will be negotiated with the contractor, the payment for which may include a price agreement document or a force account order. The landslide is located immediately east of the Arlington Interchange. The limits of the slide extend from Station 1628 to 1638 in the southerly cut bank of the eastbound lanes of I-80N. The easterly limit of this slide is approximately 25 stations west of the westerly end of the existing contract.

There are a number of reasons why it is prudent to continue with the work under the existing contract. The emergency condition created by the landslide will remain until we reach a safe stopping place in the unloading excavation. The slide has been reviewed in the field by Andy Munoz of your Region Office, as well as geologists and engineers in the Highway Division. In their opinion, the excavation required to reach a minimum safe condition for the travelling public includes removal of the remaining 172,000 cubic yards in our corrective plan which would be essentially all the excavation necessary to stabilize the slide. The natural ground above the main break is potentially unstable and the slide could enlarge without a retaining structure. It has been agreed that a rock buttress is required for the stability of the adjoining area.

This contractor has work to perform which is compatible with the proposed work on the Arlington slide. Included under bid item number 11 is 142,000 cubic yards of borrow excavation and under bid item number 13 is 50,000 cubic yards of gravel blanket material. Proposed is 172,500 cubic yards excavation, 55,000 cubic yards of gravel inlay material and 13,000 cubic yards of gravel blanket to complete the correction of the Arlington slide.

An emergency three mile detour was established by our maintenance crews because of the slide activity. This is the only stretch of I-80N in Oregon that is closed to four-lane traffic. We are concerned over the potential traffic hazard on the detour because it involves carrying two-way traffic on the westbound lanes. Major effort must be made to minimize the potential of even one serious accident. This section of road usually experiences high winds, snowfall and other adverse conditions during the months of January and February. Also because of the isolation of this section, we believe it is important for the smooth safe flow of traffic to quickly restore the eastbound lanes.

Several conflicts with our present contract may develop if another contractor finished the slide correction work. The proposed waste area is located in the median at Station 160 which is within the limits of the present contract. The haul pattern for the waste excavation would pass adjacent to the State-offered source of gravel blanket material which the present contractor intends to use. The present contractor was scheduled to complete his embankment and the gravel blanket work between this fall and next spring. A haul road can be constructed in the right ditch line permiting the use of off-highway equipment for disposal of the slide material. This haul road would lie adjacent to the present contractor's source of blanket gravels. The present contractor would be unable to use this resource until the haul from the slide was completed. The present contractor has placed about 22,500 cubic yards of slide material on plan grading work to widen fills.

If we were to contract this slide work, we anticipate that a separate contract would take at least two months before the contractor could begin work. His initial efforts would begin February 1 at the earliest and proceed through the more adverse winter weather. At the same time, the motoring public would be required to use the emergency detour until the slide correction contract was completed. We anticipate that by using the present contractor, adequate correction work could be completed by mid-January 1975, to safely restore traffic to the eastbound lanes.

Certain credits accrue to the project because of the slide work. The present contract will realize the benefit of 22,500 cubic yards of slide embankment which would have been placed from an outside borrow source for $40,000. If we use the median area selected, about 1300 lineal feet of Type 2-A guardrail will be eliminated from the present contract for $7,000. Other incidental drainage work in the fill area will be deleted for $2,100. The total savings on the present contract is nearly $50,000.

Your approval is requested to exempt the requirement for an environmental impact statement. This is an emergency repair necessary for the restoration of traffic to the eastbound lanes.

The slide correction work remaining has been estimated at $470,000. Four-lane service on this Interstate freeway will be restored more quickly by utilizing the existing contractor.

It is my understanding that you have given verbal approval as outlined and we are hereby requesting formal approval to immediately proceed under the existing FAI contract to negotiate with the contractor to complete the planned work remaining on the Arlington slide.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ELJ:fr js

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. T. Keasey
L. W. Rullen
C. M. Williams

#8047

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 13, 1974

FILE:

NOTED
H. S. COULTER

FROM: Edgar L. Johnsen
Special Studies & Cost Engineer

SUBJECT: Arlington Landslide
Sta. 1630 to Sta. 1640

TO: MEMO TO THE FILES:

Agreements were made 29 October 1974 with the contractor to supply asphaltic concrete material for detours, construct a protective earth berm between the eastbound and westbound lanes to begin exploration work in the slide with a dozer and for Bablers to make an offer to perform the slide correction which could be from 70,000 to 250,000 cu. yds. of excavation. The A.C. was supplied to maintenance for detours 30 October 1974. About 200 tons will be required for a 2" lift. The dozer work was to begin the same day. Babler will have their estimate available Monday, 4 November 1974 for the slide excavation.

Dave Carter, FHWA Area Engineer, agreed that this slide was of unusual and major proportions, well beyond those considered as ordinary maintenance. This slide is a number of stations west of the current federal-aid project on I-80N. In Dave Carter's opinion, the FHWA would agree to extend the project limits to include all activities in regard to correction of the landslide. Some participating work would be the detour package put together by maintenance, the earth berm that will protect the detour lanes from falling boulders, State force explorations, and the associated costs of correcting the landslide. Some future expenses may accrue for right-of-way fencing, moving utilities, acquiring waste sites, quarry development, excavation and rock backfill in the slide.

The Corps of Army Engineers administered a grading contract from 1963 to 1965 titled "Relocation of I-80N, Arlington Area" in which the cut slope was constructed. The cut slope is over 200 feet high on a 1-1/2:1 slope in unconsolidated sediments. The contract date is June 1963. The project was open to traffic 1 July 1965.

The State and the Corps had a maintenance agreement that was all inclusive for five years. The agreement terminated 1 July 1970.

Don Keyes reports that by law the Corps is responsible for any landslide that results from their work any time in the future. Don will deliver a copy of this law to Construction. This law is significant since the landslide may be attributed the cut construction only. All other suggestions for the cause

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Office of
Assistant State Highway Engineer
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of the failure are entirely hypothetical. The two possible theories of forces that triggered the slide are the result of an earthquake which is not yet supported by evidence and progressive failure of a clay layer which was overstressed after the cut was completed.

Josh Sawyer, our Resident Engineer in Liaison with the Corps on this construction, has stated that the plan cut slope was a 2:1 in this overburden. The Corps arbitrarily steepened the slope to a 1-1/2:1 during construction.

A few days prior to 23 October 1974, the first evidence of slide was manifest by boulders raveling down the slope and onto the highway. On the 23rd, Region IV personnel reviewed the site noting the magnitude of the slide. A small crack had opened up along the main break that included 800 feet along the cut slope. The base of the slide is at a uniform elevation about one-quarter of the way down from the top of the slope. By 29 October when Bryant Jackmond and myself first observed the slide, the main break had a back slope about eight feet high. The ground was dropping at more than one foot per day.

Causes of the slide were discussed earlier. The usual cause of a slide in an apparently stable cut would be a result of excessive moisture. No moisture had fallen in any amount for the previous three or four months. No rain for 109 days was reported for Pendleton this summer and fall. We have no knowledge of any construction activity in the vicinity that could cause ground vibrations and certainly nothing as violent as the 1964 blasting of the blocky lava rock on the roadway both near the toe of slope below the slide.

The assumption is that the slide failed on a thin waterlaid clay layer. The material in the body of the slide is a mixture of angular rocks and boulders and silt and sand beds. The slide debris would be suitable for quality fill.

The topography uphill from the slide suggests a continuation of potentially unstable ground back to the rimrock over 1000 feet south of the slide. Correction of the slide should anticipate the progressive potential to this movement.

Of the two alternatives suggested for correction, the one of removing the slide in its entirety does not take into account the future hazard to the uphill earth mass or provide a positive method to control it.

One recommendation to stabilize the slide includes a rock buttress with the excavation limited approximately to that required to place the buttress. Under this correction plan, all waste excavation could be hauled to a median area three miles east of the slide for disposal. Test borings are planned. A complete analysis of the slide will be dependent on the result of those borings.

A preliminary design would include:

1. Excavation at least 50 feet back from the 1-1/2:1 cut slope with a 1-1/2:1 back slope in the excavation.

2. Excavate at least three feet below the bottom of the slipseam to a flat surface.

3. Construct a rock inlay about 25 feet thick against the 1-1/2:1 slope with the inlay about 30 feet high and no higher than the natural ground. (about 25,000 c.y. rock)

A design would establish the exact dimensions required for the inlay. In my opinion, the stress against the inlay would be very low since the slope of the slip surface is estimated to be quite flat, less than 10^{o} and probably less than 5^{o}.

ELJ:fr

cc: C. T. Keasey
H. S. Coulter
Carl Williams
W. E. Schwartz
John Hagedorn
Vic Wolfe
F. Yarbrough
Richard Hawkins
Vern Moore
R. VanCleave

2417

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-80N-4(-)
Old Oregon Trail Highway
Cut Slide East of Arlington

DATE: November 12, 1974

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

This memorandum acknowledges FHWA's involvement in preliminary discussions and inspections concerning the large cut slide on I-80N near Arlington, Oregon and establishes a recommended eligibility date of October 16, 1974 for FAI funds participation. Approval for participation with FAI funds in the corrective construction rests with our Washington office.

It now appears that the magnitude of the ultimate corrective work may warrant a separate contract for the final phase. Initial work should be restricted to the work necessary to restore four-lane service on the Interstate freeway.

As soon as preliminary information is developed on the nature and magnitude of proposed ultimate corrective work, a formal submission to FHWA should be made for reaching agreement on the work proposed and funding.

G. L. Green

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STATE HWY ENGR
NOV 13 '74
REFER TO
FOR

NOTED
E. S. HUNTER
11-14-74
cc Keasey
Wolfe
Luiten
Hastings

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NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form A 6 (Rev. 8-68)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8047

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Arlington Intchg.-Irrigon Jct. Date October 31, 19 74

Highway Columbia River & Old Oregon Trail F.A.P. No. I-80N-4(27)137 ~~I-80N-5(45)145~~

County Gilliam & Morrow Prefix 611-1076 Account No. 235-02

Description of Work To Be Done:

Exploration drilling in & at slide site.

APPROVED EFFECTIVE DATE 10/29/74
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE [illegible]
DATE 12/13/74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

1630 Rt. of E. Bound

Estimate of Quantities and Costs:

Labor	$3,000.00
Equipment rental	3,500.00
Materials & supplies	1,000.00
	$7,500.00

Approval Recommended as of _____

Explanation: Cut slide has accurred which necessitates exploratory drilling for information needed for final design of corrective measures.
Verbal approval from Carl Williams & Bryant Jackmond 10/29/74.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$6,097,831.88
Present estimate of project cost, including $7,500.00 for work under this order	$6,097,831.88
Expected under-run / over-run (amount)	$ --
Expected under-run / over-run (per cent)	--

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] REGIONAL CONSTRUCTION ENGINEER

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

#8047

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701
October 30, 1974

FILE: MAI 12-11
#2, 611-19

NOTED
H. S. COULTER

FROM: Carl N. Williams
Regional Engineer

SUBJECT: Arlington Slide
Columbia River Highway
Approximate M.P. 138.6

TO: Memo to the Files

Carl N. Williams

NOTED
E. S. HUNTER

Monday - October 28, 1974

After a weekend of accelerated movement of this land mass, it was decided to move traffic to a 2-way configuration on the existing westbound lanes. This was ordered at approximately 9:00 a.m. on October 28. Later in the morning, Les Matusek, of Halverson and Mason, called and offered equipment for the slide removal:

15 to 18 hours service with a variety of equipment.
Telephone number, 223-4421.

Also, a Frank Spencer of Boise, Idaho called and offered:

75 Submarine Nets
Galvanized, steel, 1/2" wire rope. Net size-232 feet long
by 52 feet wide. Clamp connected. 4-foot square holes.
Weight - about 4000 lbs. each.
Cost - $200 each, FOB Boise, new factory condition.

After arrival at Arlington, approximately 3:15 p.m., October 28, it was found that not enough signs, barricades, and time was available to make the traffic switch before dark. The switch was rescheduled to the morning of October 29, 1974.

The slide was last viewed by me on October 23, 1974. On October 28, what had been cracks on the 23rd were 4' overlaps. The back cracks, which were barely visible on the 23rd, were displaced 2-4 ft vertically and 1-3 ft. horizontally. There was still very little fallout onto the eastbound lanes, but the land mass had definitely sagged considerably.

The following steps were considered:

1. Get going on slide removal as soon as possible.
2. Either haul east from cut bank or push into the eastbound lane and have it hauled from there.
3. Get R/W for excavation and embankment.
4. Build slopes in the fine material that can be sealed and mulched.

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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OCT 31 1974
Office of
Assistant State Highway Engineer

Tuesday - October 29, 1974

A meeting was held at 1:00 p.m. at Arlington. In attendence were:

Bob Hector
J. Hagedorn
Carl Williams
Robert Sandmann
O. B. Jackmond
E. Johnson
F. Yarbourgh
R. J. VanCleave
V. Moore
C. Sweso-Contractor (Bablers)
Dave Carter-FHWA
2 other contractor representatives

The following items were discussed:

Price Agreement or Extra Work Order to furnish AC to a 20' wide crossover three miles east of Arlington Interchange. Material to start arriving at 9:00 a.m., October 30. State forces to blade, lay, and roll.

Extra Work Order to build protective berm on the median side of the eastbound lanes. Length to be enough to cover the length of the slide. Height, a minimum of 10 feet. Work to begin on October 30, 1974.

Price Agreement to cover excavation of slide material down to slip plane. Section to be modified to suit conditions after preliminary work and exploratory drilling. Estimated yardage, 150,000 minimum-250,000 maximum.

Contractor has a choice of building a haul road from the east to slide level, or pushing into the vacant eastbound lanes and rehandling, or a combination of both. Legal loads or off-highway loads to be contractor's option.

Contractor given one week from October 30 to give a price on the excavation and haul.

Deposit areas to be decided upon:

1. Approximately 2.5 miles east of slide on south side of highway. Approximately 18 acres useable. R/W easement required.

2. Approximately 3.2 miles east of slide in median, room for approximately 290,000 cy. No R/W required.

3. Any yardage required to ease slopes on existing safety-overlay project (Arlington-Irrigon Junction).

Administration of contract to be by Region 5, by way of J. Hagedorn. Contract limits on safety-overlay project to be extended to include slide area.

Region IV, through District Engineer, would install, operate, and remove temporary 2-way detour in westbound lanes.

Contractor to handle any flagging across traffic under bid items. Contractor to handle any traffic control signs across traffic by an expansion of a lump sum bid item on existing contract.

Estimate of time to remove slide material and return traffic to normal pattern, approximately 60 days or December 30, 1974.

Seeding and mulching will be required on the exposed cut slopes and embankment slopes, with possible wire mash control on the steeper excavation slopes. Total acreage not known at this time.

CMW:mr

cc: Region ~~IV~~ V
Construction
Maintenance
R. S. Hawkins
Harold Brainerd
H. S. Coulter

10-31-74
CC FHWA
Attn. Carter — Of course we believe this
corrective work should be elegible for
Interstate participation. —
Scott

#80417

10-22-74

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Gilliam & Morrow	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-22-74	R. L. Peterson, Asst Area Engineer	I-80N-4(27)137 I-80N-5(45)145

IN COMPANY WITH

J. Hagedorn, Res Engr, OSHD; D. Johnson & A. Masuda, Engr Trainee, FHWA.

LOCATION

Arlington Interchange-Irrigon Junction Section

CONTRACTOR NAME AND ADDRESS

Babler Bros., Inc., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
7-31-74	$5,370,495	325 CWD	10-17-74	10-17-74

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	20%	1%

REMARKS

ARLINGTON INTERCHANGE-IRRIGON JUNCTION SECTION
Grading, Paving, Guardrail, Concrete Barrier, and Signing

The Class "C" asphalt concrete base course was in place on the westbound lanes from the east end of the project to just west of the Boardman Interchange. Paving with Class C was in progress on the eastbound lanes just east of the Boardman Interchange.

Traffic control was being handled in a satisfactory manner.

COPY SENT

1 1 1974

...ington

NOTED
H.S.COULTER

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

4047

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-51		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
3	8-12-74	Gilliam & Morrow
		PROJECT NO.
		I-80N-5(45)145 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Heppner Jct. Int. to Irrigon Jct. Int.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-74	21.41
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,302,831	$ 3,970,221

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Weatherford

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 13 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-5(45)145 Safety

HEPPNER INTERCHANGE-IRRIGON JCT. SECTION

COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

Salem, Oregon, August 6, 1974

Project Agreement Estimate.

Type Code 6203
Pavement Overlay (Sta. 504 + 00 thru EQ 1519 + 79.97 Bk. = 181 + 28.15 Ah. to Sta. 296 + 00)

Aggregate Shoulders	135,550 ton	3.20	$ 433,760.00
Class "C" Asphalt Concrete Mixture	167,300 ton	5.50	920,150.00
Class "E" Asphalt Concrete Mixture	56,200 ton	6.50	365,300.00
Asphalt Cement in Mixture	14,800 ton	75.00	1,110,000.00
Portland Cement Additive in Class "E" Mixture	565 ton	50.00	28,250.00
Asphalt in Tack Coat	150 ton	100.00	15,000.00
Paving Dam	60 lin. ft.	50.00	3,000.00
			$2,875,460.00

Anticipated Items

Permanent Pavement Striping	All Required (75%)	$ 8,250.00
Stage Construction Striping	All Required (75%)	8,250.00
On-the-Job Trainee (6 @ $800)	All Required	4,800.00
		$ 21,300.00
	Subtotal	$2,896,760.00
	10% Engineering	289,676.00
	Total	$3,186,436.00

Type Code Y106
Roadway (Safety Work) (Sta. 504 + 00 to Sta. 296 + 00)

Mobilization	All Required (70%)		$ 192,500.00
Furnishing Field Laboratory	1 only		2,500.00
Temporary Protection and Direction of Traffic	All Required (80%)		48,000.00
Temporary Signs	1,600 sq.ft.	4.00	6,400.00
Temporary Plastic Safety Markers	40 only	60.00	2,400.00
Oversize Advance Constuction Signs	2 only	4,000.00	8,000.00
Flagmen	3,675 hour	13.50	49,612.50
Clearing and Grubbing	All Required (25%)		6,250.00
Removal of Structures and Obstructions	All Required (50%)		17,500.00

Borrow Excavation	57,800 cu. yd.	1.75	101,150.00
General Excavation	3,040 cu. yd.	5.00	15,200.00
Gravel Blanket	20,850 cu. yd.	3.00	62,550.00
Trench Excavation	240 cu. yd.	12.00	2,880.00
Finishing Roadbed and Slopes	All Required (40%)		4,000.00
Obliteration of Roadway	2,100 sq. yd.	0.50	1,050.00
Watering	2,715 M-gal.	4.00	10,860.00
6-inch Culvert Pipe	20 lin. ft.	10.00	200.00
15-inch Culvert Pipe	925 lin. ft.	8.00	7,400.00
18-inch Culvert Pipe	20 lin. ft.	11.00	220.00
24-inch Culvert Pipe	160 lin. ft.	13.00	2,080.00
Concrete Manholes	1 only	600.00	600.00
Concrete Inlets, Type G-2MA	3 only	500.00	1,500.00
Concrete Inlets, Type ME	3 only	600.00	1,800.00
Concrete Inlets, Type MO	2 only	600.00	1,200.00
Junction Box	1 only	400.00	400.00
Guard Rail, Type 2A	28,510 lin. ft.	5.40	153,954.00
Guard Rail, Type 3	600 lin. ft.	18.50	11,100.00
Guard Rail Anchors, Type 1	35 only	350.00	12,250.00
Guard Rail Anchors, Type 2	21 only	350.00	7,350.00
Extra For Guard Rail Bridge Connections	20 only	350.00	7,000.00
Rail End Pieces, Type A	20 only	30.00	600.00
Rail End Pieces, Type C	39 only	85.00	3,315.00
Type 2 Fence	67,300 lin. ft.	1.35	90,855.00
Sidewalk Ramps	4 only	500.00	2,000.00
Concrete Barrier	900 lin. ft.	18.50	16,650.00
Paved Culvert End Slopes	115 sq. ft.	10.00	1,150.00
Guide Posts	1,175 only	9.00	10,575.00
Membrane Waterproofing	4,700 sq. yd	7.50	35,250.00

Signing

Removal of Existing Sign Installations	All Required (89%)		7,120.00
Painted Wood Sign Posts	All Required (92%)		5,980.00
Sign Support Footings	All Required (90%)		25,200.00
Breakaway Sign Posts	All Required (89%)		50,329.50
Type "A" and "B" Signs in Place	955 sq. ft.	9.80	9,359.00
Type "D" and "R" Signs in Place	240 sq. ft.	4.50	1,080.00
Type "M" Signs in Place	5 sq. ft.	6.00	30.00
Move and Reinstall Existing Signs	All Required (89%)		4,005.00
			$1,001,405.00

Anticipated Items

Temporary Erosion Control	All Required (75%)	$ 375.00
Remove Roadside Bolders	All Required (75%)	13,125.00
		$ 13,500.00
	Subtotal	$1,014,905.00
	10% Engineering	101,490.00
	Total	$1,116,395.00

Length of Project - - - - - - - - - - - - 21.41 miles

Cost of Roadway Per Mile - - - - - - - - $148,829.33 Overlay
Cost of Roadway Per Mile - - - - - - - - 52,143.62 Safety

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Overlay	$3,186,436.00	$2,940,124.00	$246,312.00
Safety	1,116,395.00	1,030,097.00	86,298.00
Total	$4,302,831.00	$3,970,221.00	$332,610.00

Group 2 - 70%

Contract No. 8047

Prefix: 611-1026

HEPPNER INTCHGE.-IRRIGON JCT. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required (70%)	$3,500.00

8047

STATE COPY

Form Approved; O.M.B. No. 04-R2069

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-50	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3	7-12-74	Gilliam
		PROJECT NO.
		I-80N-4(27)137 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Arlington, E. 8.14 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-74	8.14
OTHER *(Specify)*		

FUNDS Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,653,993	$ 1,526,138

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Kuntz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G K Hansen
G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 13 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project No.
I-80N-4(27)137 Safety

ARLINGTON INTCHGE.-HEPPNER INTCHGE. SECTION

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

Salem, Oregon August 7, 1974

Project Agreement Estimate.

Type Code 6203
Pavement Overlay (Sta. 74+10 to Sta. 504+00)

Aggregate Shoulders	54,450 ton	3.20	$ 174,240.00
Class "C" Asphalt Concrete Mixture	42,700 ton	5.50	234,850.00
Class "E" Asphalt Concrete Mixture	20,300 ton	6.50	131,950.00
Asphalt Cement in Mixture	4,200 ton	75.00	315,000.00
Portland Cement Additive in Class "E" Mixture	205 ton	50.00	10,250.00
Asphalt in Tack Coat	60 ton	100.00	6,000.00
			$ 872,290.00

Anticipated Items

Permanent Pavement Striping	All Required (25%)	$ 2,750.00
Stage Construction Striping	All Required (25%)	2,750.00
		$ 5,500.00
	Subtotal	$ 877,790.00
	Engineering	87,779.00
	Total	$ 965,569.00

Type Code Y106
Roadway (Safety Work) (Sta. 74+10 to Sta. 504+00)

Mobilization	All Required (30%)		$ 82,500.00
Temporary Protection and Direction of Traffic	All Required (20%)		12,000.00
Temporary Signs	400 lin.ft.	4.00	1,600.00
Oversize Advance Construction Signs	1 only	4,000.00	4,000.00
Flagmen	925 hour	13.50	12,487.50
Clearing and Grubbing	All Required (75%)		18,750.00

Removal of Structures and Obstructions	All Required (50%)		17,500.00
Ditch Excavation	370 cu.yd.	5.00	1,850.00
Borrow Excavation	84,200 cu.yd.	1.75	147,350.00
General Excavation	1,010 cu.yd.	5.00	5,050.00
Gravel Blanket	29,150 cu.yd.	3.00	87,450.00
Trench Excavation	220 cu.yd.	12.00	2,640.00
Finishing Roadbed and Slopes	All Required (60%)		6,000.00
Obliteration of Roadway	5,600 sq.yd.	0.50	2,800.00
Watering	1,485 M-gal.	4.00	5,940.00
15-inch Culvert Pipe	125 lin.ft.	8.00	1,000.00
18-inch Culvert Pipe	530 lin.ft.	11.00	5,830.00
24-inch Culvert Pipe	240 lin.ft.	13.00	3,120.00
Concrete Manholes	1 only	600.00	600.00
Concrete Inlets, Type G-2MA	17 only	500.00	8,500.00
Concrete Inlets, Type MO	1 only	600.00	600.00
Guard Rail, Type 2A	25,890 lin.ft.	5.40	139,806.00
Guard Rail Anchors, Type 1	10 only	350.00	3,500.00
Guard Rail Anchors, Type 2	19 only	350.00	6,650.00
Rail End Pieces, Type A	15 only	30.00	450.00
Rail End Pieces, Type C	11 only	85.00	935.00
Extra for 9-foot Posts	530 only	40.00	21,200.00
Paved Culvert End Slopes	695 sq.ft.	10.00	6,950.00
Guide Posts	325 only	9.00	2,925.00

Signing

Removal of Existing Sign Installations	All Required (11%)		880.00
Painted Wood Sign Posts	All Required (8%)		520.00
Sign Support Footings	All Required (10%)		2,800.00
Breakway Sign Posts	All Required (11%)		6,220.50
Type "A" and "B" Signs in Place	45 sq.ft.	9.80	441.00
Move and Reinstall Existing Signs	All Required (11%)		495.00
			$ 621,340.00

Anticipated Items

Temporary Erosion Control	All Required (25%)		$ 125.00
Remove Roadside Boulders	All Required (25%)		4,375.00
			$ 4,500.00

Subtotal	$ 625,840.00
Engineering	62,584.00
Total	$ 688,424.00

Length of Project - - - - - 8.14 Miles

Cost of Roadway Per Mile - $118,620.27 Overlay
Cost of Roadway Per Mile - $ 84,572.97 Safety

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Overlay	$ 965,569.00	$ 890,930.00	$ 74,639.00
Safety	688,424.00	635,208.00	53,216.00
Totals	$1,653,993.00	$1,526,138.00	$127,855.00

Group 1 - 30%

Contract No. 8047

Prefix: 611-1026

ARLINGTON INTCHGE.-HEPPNER INTCHGE. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required (30%)	$ 1,500.00

8047

2

July 31, 1974

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on July 26 accepted your proposal for work on the Arlington Interchange-Irrigon Jct. Section of the Columbia River Highway in Gilliam and Morrow Counties for the sum of $5,370,495. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8047.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Pacific Builder & Engineer, Inc. Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Carl Williams
W. E. Schwartz
John Hagedorn
Wm. Geibel (SAIF)

9047

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80-4(27)137 & I-80-5(43)145

STATE PROJECT NO.
ARLINGTON INTERCHANGE-
IRRIGON JUNCTION SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-786 & 787

COUNTY NAME
GILLIAM & MORROW

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUL 18 74
REFER TO
FOR

Proj.	Trans.	Util.	Dist.	Stab.	Act.	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JUNE 25, 1974	JUNE 25, 1974	INTERSTATE ROUTE 80	COLUMBIA RIVER HIGHWAY #2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify)

PERMANENT PAVEMENT STRIPING	$11,000.00
STAGE CONSTRUCTION STRIPING	11,000.00
ON THE JOB TRAINING	4,800.00
TEMPORARY EROSION CONTROL	500.00
REMOVE ROADSIDE BOULDERS	17,500.00

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

MR. RULIEN'S JUNE 20, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1974 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-74	Virgil W. Cassidy by J. D. Hamilton 7/17/74	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBERS 6-77 AND 6-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-24-74

BY (Signature): L. W. RULIEN'S JUNE 19, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 786 THRU 787

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
786	I-80-4(27)137	8.14	2,275,400	2,099,500	ARLINGTON INTERCHANGE - HEPPNER INTERCHANGE. GILLIAM COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, GUARDRAIL & SIGNS.
787	I-SO-5(45)145	21.4	5,453,100	5,031,500	HEPPNER INTERCHANGE - IRRIGON INTERCHANGE. GILLIAM & MORROW COUNTIES, STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, GUARDRAIL & SIGNS.

NOTED
E. S. HUNTER

REMARKS (Division)

6-25-74
original to L.W. Rulien

RECEIVED
JUN 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6-25-74
REFERRED TO
Hunter

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-24-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Form FHWA PR-88
(REV. 8-73)

GPO 915-590

8047

June 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Projects I-80N-4(27)137 & I-80N-5(45)145

We are submitting program data for two Interstate projects, Item Nos. 786 and 787, which we desire to have included in the Federal-aid Interstate Highway Program.

The work to be done under these projects is to be accomplished as one contract which will be known as "Arlington Interchange-Irrigon Junction Section". It is our present intention to receive bids for these projects on July 25, 1974.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practice Related to Safety".

The project is exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970.

Enclosed is one copy of the District 12 Clearinghouse letter of approval dated December 26, 1973.

The negative declaration was concurred in by FHWA on October 18, 1973.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Also, FHWA, under memorandum of April 25, 1974 approved a 2-inch asphaltic concrete overlay with necessary leveling, except the Willow Creek Section accomplished under Project I-80N-5(38)146, and in addition, an open-graded plant-mix seal over the entire two projects.

Attach.

JG:dg

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 28, 1973

TO MEMO TO THE FILES

FROM R. D. Asburry
R. D. Asburry
Assistant Office Engineer

SUBJECT Arlington Intchge.-Irrigon Jct.
Columbia R. and Old Oregon Trail
Highways

Mr. Lee Zimmerman, Physical Planner, East Central Oregon Association of Counties, was contacted by phone December 26, 1973 regarding their Clearinghouse report on the subject project, wherein it was indicated that the project had adverse effects and they disapproved, also the request that a large portion of the funds be allocated to state secondary highways within District 12. Mr. Zimmerman indicated that in fact the subject project did not have adverse effects, but it was the thinking of the Association that more benefit would be derived to the traveling public if the funds were used to upgrade state secondary roads.

It was pointed out that these funds are dedicated for use on interstate highways only and could not be diverted to secondary roads. Mr. Zimmerman stated that they did not want to lose the funds. If they could be spent only on interstate they would approve the project, but that the Association still wanted to be on record that they thought the secondary roads were in more need of this type of work than the interstate. He also stated that a revised report would be submitted.

RDA:bb

cc: Lee Zimmerman
William Kramer

CHASE
BEN GIFFORD
Ruled
R. K. Chase
Ben

EAST CENTRAL OREGON ASSOCIATION OF COUNTIES
District 12
P.O. Box 1427
Pendleton, OR 97801

INTER-OFFICE MEMO

To: Mr. Asbury, State Highway Division

From: Lee Zimmerman, Physical Planner LZ

Date: December 26, 1973

Re: Safety Work from Arlington Interchange to Irrigon Junction

Attached is the revised clearinghouse report, per our telephone conversation of 12/26/73.

cc: Bill Kramer, State Clearinghouse

NOTED
R. D. ASBURY

BAR

CLEARINGHOUSE REPORT

To be used by all Clearinghouses, Committees, and agencies.
Please try to complete and send to addressee within one week.

1. Re: /x/ Notice of Intent OMB Program # _____

/ / Environmental Impact Statement Date 12-26-73

/ / Other _____

2. Project: Name Safety Work- Arlington Interchange to Irrigon Junction

Location I-80 N from Arlington to Irrigon Junction

Applicant Agency State Highway Division

Contact L.H. Young Tel. 378-6563

3. This report is (check one):

/ / From County Clearinghouse _____

To East Central Oregon Association of Counties
Box 1427, Pendleton, OR 97801

/x/ From East Central Oregon Association of Counties

To Applicant Agency.

4. Comments:

( ) Project has no effect in this area and we have no comment.

( ) Project has no adverse effects and we approve.

SAME AS FIRST EXCEPT

( ) Project has adverse effects and we disapprove.
(See explanation below.)

( ) We require more information (see below).

(x) Other

SECOND ANSWER

BEN GIFFORD

(See next page)

( ) Further comments:

We feel that this money should remain in District 12, however, in view of the 55 mile per hour speed limit, $2,700,000 is far too much money to devote to Interstate 80 N. We would request that a large portion of this $2,700,000 be allocated to state secondary highways within District 12.

5. Signed: Lee Zimmerman Date 12-26-73

Authorized Agent
Physical Planner

For: East Central Oregon Association of Counties

Clearinghouse, Committee, or Agency

P.O. Box 1427, Pendleton, OR 97801 Tel. 276-7111

Address

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R

6-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-80N, Arlington, E. 8.14 Mi.	ADT	4,900	9,300	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SURV ACCT	DA CLASSIF.	D.H. AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Gr., Dr., H.T. Pave., Signs, G-rail								I-	80-4

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	ROUTE NO.	FEDERAL-AID	STATE	U.S.
1	Interstate	Gilliam	I	I-80N	2	I-80

NAME OF URBAN AREA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-80N Arlington, E. 8.14 Mi.					
5					ROW							
5					CONST (CODE) (Safety) 6201		"Arlington Intchge.-Heppner Intchge. Sec."	8.14	2,275,400	2,099,500	175,900	
								8.14	$2,275,400	$2,099,500	$175,900	

CARD 6	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

REMARKS

Additional Data: Item Nos. 31
Nos. I-80N-4(12) and (14), res

Budget Bureau No. 41-R2067; Approval Expires Feb

U.S. DEPARTMENT OF CO
BUREAU OF PUBLIC

FORM PR-1 (REV. 4-61)

6-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CCY LOCATION (If Appropriate)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I, Arlington, E. 8.14 Mi.	ADT	4,900	9,300	94	10	Oregon	41	042	788

FORK (If Appropriate)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	D. AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
., Signs, G-rail								I-	80-4	(27)	137 M

Interstate

COUNTY NAME: Gilliam — CODE 021

ROUTE NO. I | FEDERAL-AID I-80N | STATE 2 | U.S. I-80N | PROGRAM STAGE: [ ] 1 or [X] 2

FORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-80N Arlington, E. 8.14 Mi.						Gr., dr., and over with AC pavement, 4-12' lanes with 10' and 6'L shldrs. Safety revision of roadway slopes, signs guardrail and minor drainage strs.
W								
NST (Safety) 201		"Arlington Intchge.-Heppner Intchge. Sec."	8.14	2,275,400	2,099,500	175,900		ROW-300' min.; Access control-full; Parking restrictions-complete
		PROJECT TOTALS	8.14	$2,275,400	$2,099,500	$175,900		

VAL DATES

REMARKS

Additional Data: Item Nos. 313 and 328; Project Nos. I-80N-4(12) and (14), respectively.

-OVER-

USCOMM DUSCOMM-DC 43[illegible]-P71

ARLINGTON INTCHGE.-HEPPNER INTCHGE. SECTION
Project No. I-80N-4(27)137

Remarks continued:

Project Data: The work consists of (1) grade, drain and overlay with asphaltic concrete pavement, the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, and minor drainage structures.

Data for PR-37:

Roadway:	Type Code 6201 (Bit. conc. with stone base)	$ 1,221,893
Safety:	Type Code Y002 (Traffic Signs).	11,100
	Type Code Y007 (Minor Structures)	815,907
	Type Code Y101 (Guardrail).	226,500
	Total Est. Cost	$ 2,275,400

A-95 Review:

A. State Clearinghouse. . . . . .Exempt under working agreement dated April 28, 1970.
B. District 12 Clearinghouse. . . .Letter of approval dated December 26, 1973.

PPM 90-1 Requirements: Negative Declaration was concurred in by FHWA October 18, 1973.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: FHWA under Memorandum of April 25, 1974 approved a 2-inch asphaltic concrete overlay with necessary leveling, and in addition, an open graded plant mix seal over the entire project.

FHWA had indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHD's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 196 current PPM 20-8.

Note: (1) The work under this projec the same contract with Project I-80N-5 will be known as "Arlington Interchang

(2) On-the-job trainees, as se 7-2(2), on this project will be determ the number stipulated in the PS and E

(3) Any of the seven items set IM 20-4-72 that are applicable to the in the Negative Declaration.

(4) Arlington Municipal Airpor miles of the west end of the project. that the proposed work will not cause

(5) The project is in Congress

Unusual Circumstances: It is possible this project will require the contract source sites for all or a portion of t the construction of the project. If n specified, justification that it is in the site or sites will be submitted as

[redacted]

HIPPNER INTCHGE. SECTION
I-80N-4(27)137

consists of (1) grade, drain and overlay pavement, the existing facility consisting th 10-foot right and 6-foot left shoulders; bring to present Interstate standards the uardrail, and minor drainage structures.

6201 (Bit. conc. with stone base)	$ 1,221,893
Y002 (Traffic Signs).	11,100
Y007 (Minor Structures)	815,907
Y101 (Guardrail).	226,500
Total Est. Cost	$ 2,275,400

earinghouse. . . . . .Exempt under working agreement
il 28, 1970.
12 Clearinghouse. . . .Letter of approval dated
26, 1973.

Negative Declaration was concurred in by FHWA

equired under paragraph 6c of PPM 20-8.

der Memorandum of April 25, 1974 approved a
overlay with necessary leveling, and in
plant mix seal over the entire project.

vious correspondence that their acceptance
ded in the yellow book, AASHD's publication
y Design and Operational Practices Related
itutes design approval for safety work of
sign approval for the safety work is con-
sidered given prior to January 18, 1969, the effective date of current PPM 20-8.

Note: (1) The work under this project is to be accomplished in the same contract with Project I-80N-5(45)145. The overall contract will be known as "Arlington Interchange-Irrigon Junction Section

(2) On-the-job trainees, as set forth in FHWA order inter... 7-2(2), on this project will be determined at PS and E stage and the number stipulated in the PS and E documents.

(3) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.

(4) Arlington Municipal Airport lies southerly within two miles of the west end of the project. The runway is oriented such that the proposed work will not cause any conflict.

(5) The project is in Congressional District No. 2.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory borrow source sites for all or a portion of the borrow material needed for the construction of the project. If mandatory borrow sites are specified, justification that it is in the public interest to ut...e the site or sites will be submitted as a separate action.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM FR-1 (REV. 4-61)

6-19-74

Budget Bureau No. 41-R2067

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-80N, Heppner Jct. Int. to Irrigon Jct. Int.	ADT	4,900	9,300	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER
3	Gr., Dr., H.T. Pave., Signs, G-rail								I-	80-5

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	COUNTY CODE
1	Interstate	Gilliam and Morrow	021

NAME OF URBAN AREA

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	2	I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-80N Heppner Jct. Int. to Irrigon Jct. Int.					
5					ROW							
5					CONST (CODE) (Safety) 6201		"Heppner Int.-Irrigon Int. Sec."	21.4	5,453,100	5,031,500	421,600	
							PROJECT TOTALS	21.4	$5,453,100	$5,031,500	$421,600	

CARD 7	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 198, 613; Project Nos. I-80N-5(5), (8), (38), respectively.

Budget Bureau No. 41-R2067; Approval Expires Feb. 28, 19__

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
REV. 4-61

6-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 spaces max.)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
80N, Heppner Jct. Int. to Irrigon Jct. Int.	ADT	4,900	9,300	94	10	Oregon	41	042	787

WORK (35 spaces max.)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
e., Signs, G-rail								I-	80-5	(45)	145	N

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Gilliam and Morrow	021 049	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	2	I-80N

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-80N Heppner Jct. Int. to Irrigon Jct. Int.						Gr., cr., & overlay with AC pavement, 4-12' lanes with 10'R and 6'L shldrs. Safe revisions of roadway slopes, signs, guard-rail and minor drain. structures. R.R. protective service as requ red.
OW								
ONST (Safety) 201		"Heppner Int.-Irrigon Int. Sec."	21.4	5,453,100	5,031,500	421,600		ROW-300' min.; Access control-full; Parking restrictions-complete.
		PROJECT TOTALS	21.4	$5,453,100	$5,031,500	$421,600		

OVAL DATES

REMARKS

Additional Data: Item Nos. 198, 306, 339, 343, 346 & 613; Project Nos. I-80N-5(5), (8), (10), (11), (12) & (38), respectively.

-OVER-

USCO-84 DUSCOMM-DC 46909-P61

HEPPNER INTCHGE.-IRRIGON INTCHGE. SECTION
Project No. I-80N(45)145

Remarks continued:

Project Data: The work consists of (1) grade, drain and overlay with asphaltic concrete pavement, the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, minor drainage structures, protection at bridge piers and fencing. Railroad protective service as required.

Data for FR-37:

Roadway:	Type Code 6201 (Bit. conc. with stone base)	$ 4,034,753
Safety:	Type Code Y002 (Traffic Signs).	101,800
	Type Code Y007 (Minor Structures)	943,422
	Type Code Y101 (Guardrail).	281,000
	Type Code Y10 (Fencing).	92,125
	Total Est. Cost	$ 5,453,100

Gilliam County. . . . . 5% of Est. Cost
Morrow County . . . . . .95% of Est. Cost

A-95 Review:

A. State Clearinghouse. . . . . .Exempt under working agreement dated April 28, 1970.
B. District 12 Clearinghouse. . . .Letter of approval dated December 26, 1973.

PPM 90-1 Requirements: Negative Declaration was concurred in by FHWA October 18, 1973.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: FHWA under Memorandum of April 25, 1974 approved a 2-inch asphaltic concrete overlay with necessary leveling, except the Willow Creek Section accomplished under Project I-80N-5(38)146, and in addition, an open graded plant mix seal over the entire project.

FHWA had indicated in previous corr
of the standards recommended in the
of February 1967, "Highway Design a
to Highway Safety", constitutes des
this type. Therefore, design appro
sidered given prior to January 18,
current PPM 20-8.

Note: (1) The work under this pro
the same contract with Project I-80
will be known as "Arlington Interch
(2) On-the-job trainees, as
7-2(2), on this project will be det
the number stipulated in the PS and
(3) Any of the seve items
IM 20-4-72 that are applicable to t
in the Negative Declaration.
(4) Boardman Flight Strip 1
of Airport Road Interchange located
the project.
(5) The project is in Congr

Unusual Circumstances: It is possi
this project will require the contr
source sites for all or a portion o
the construction of the project. I
specified, justification that it is
the site or sites will be submitted

-IRRIGON INTCHGE. SECTION
o. I-80N(45)145

s consists of (1) grade, drain and overlay
e pavement, the existing facility consisting
with 10-foot right and 6-foot left shoulders;
o bring to present Interstate standards the
guardrail, minor drainage structures, pro-
s and fencing. Railroad protective service

de 6201 (Bit. conc. with stone base)	$ 4,034,753
de Y302 (Traffic Signs).	101,800
de Y607 (Minor Structures)	943,422
de Y101 (Guardrail).	281,000
de Y19 (Fencing).	92,125
Total Est. Cost	$ 5,453,100

County. . . . . 5% of Est. Cost
County . . . . . .95% of Est. Cost

Clearinghouse. . . . . .Exempt under working agreement
April 28, 1970.
t 12 Clearinghouse. . . .Letter of approval dated
r 26, 1973.

Negative Declaration was concurred in by FHWA

required under paragraph 6c of PPM 20-8.

nder Memorandum of April 25, 1974 approved a
te overlay with necessary leveling, except the
complished under Project I-80N-5(38)146, and
aded plant mix seal over the entire project.

FHWA had indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHD's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Note: (1) The work under this project is to be accomplished in the same contract with Project I-80N-4(27)137. The overall contr.. will be known as "Arlington Interchange-Irrigon Junction Section".

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS and E stage and the number stipulated in the PS and E documents.

(3) Any of the seve- items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.

(4) Boardman Flight Strip lies southerly within two miles of Airport Road Interchange located approximately half way through the project.

(5) The project is in Congressional District No. 2.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory borrow source sites for all or a portion of the borrow material needed fc the construction of the project. If mandatory borrow sites are specified, justification that it is in the public interest to utilize the site or sites will be submitted as a separate action.

8047

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-80N-5(-)
Arlington-Irrigon Junction Section
Gilliam and Morrow Counties
Request for Overlay

DATE: April 25, 1974

In reply refer to: 10-41-A5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Wolfe's April 8, 1974 letter concerning the above subject. A 2-inch asphaltic concrete overlay with necessary leveling is approved on the Arlington-Irrigon Junction Section with the exception of the Willow Creek Section. In addition, an open graded plant mix seal is approved over the entire section.

G. L. Green

NOTED
E. S. HUNTER

cc Wolfe
Courtesy
Copies
4-30-74

RECEIVED
STATE HWY ENGR
APR 26 74
REFER TO
FOR
Info | Prep | RID | DIR | Sign | Act | File

RECEIVED
APR 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Arlington-Irrigon Jct.
Highway: Columbia River and Old Oregon Trail (FAR 1)
County: Gilliam and Morrow
Prefix: 611-1988; 611-1992; 625-1953

Res. Engr.
Approx. Length 29.4± miles
Sta. 73+00± thru equa. to 296+00±
Date March 22, 1974

Mean Truck A.D.T. 1124
Traffic Coefficient 10.1 (1973-1983)
18 kip e. a. per day 596.7
(1)

Annual Precipitation 9"±
Frost Penetration 18"±
CBE Total Requirement 26.0"

Typical Soil

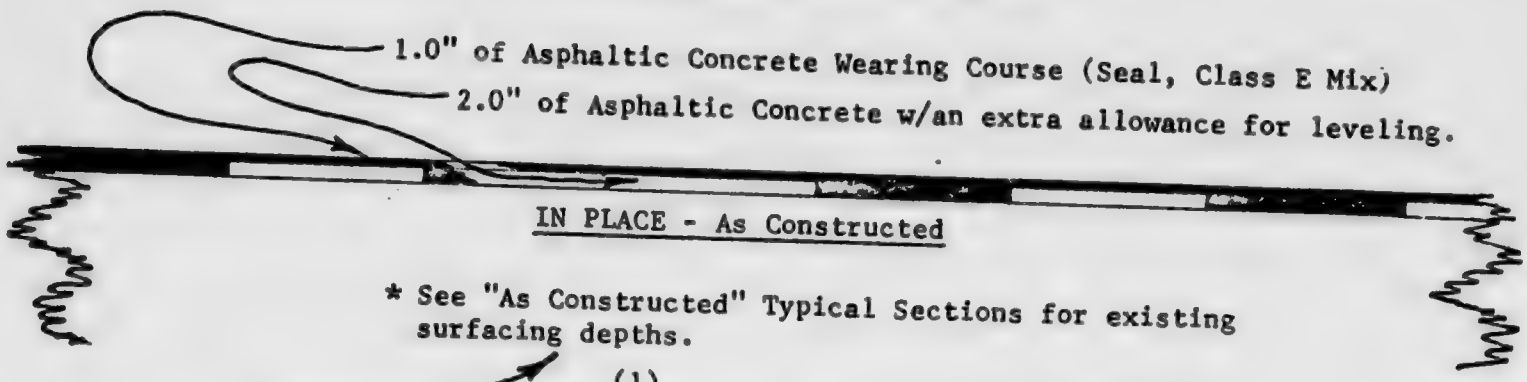
33 LL
0 PI
99 %P 10
44 %P 200
1 % Gravel
1 % C Sand
54 % F Sand
36 % Silt
8 % Clay
28 R Value
A-4 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	OVERLAY	
	1.0	A.C.W.C.
	2.0	A.C.
*IN	PLACE - As Constructed	

STRUCTURAL SECTION
OVER EXISTING ROADWAY (Where Utilized)


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete w/an extra allowance for leveling.
IN PLACE - As Constructed
* See "As Constructed" Typical Sections for existing surfacing depths.
(1)
Silty Sand

Note:
On the Heppner Jct. Section, the 2.0" of Asphaltic Concrete overlay has been approved by letter dated 6-14-72.
On the Willow Creek Section, apply only the 1.0" Asphaltic Concrete Wearing Course (Seal, Class E Mix.)

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Arlington-Irrigon Jct.
HIGHWAY: Columbia River and Old Oregon Trail (FAR 1)
COUNTY: Gilliam and Morrow

"OTHER ROADS"

Traffic Coefficient	A.C. W.C.	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK MAINLINE	1.0"	2.0"	11.0"	---	---	26.0"	14.0"
9.0 - 10.0		2.0"	8.0"	---	5.0"	24.5"	15.0"
8.0 - 9.0		2.0"	7.0"	---	4.0"	21.5"	13.0"
7.0 - 8.0		2.0"	5.0"	---	5.0"	19.0"	12.0"
6.0 - 7.0		2.0"	2.0"	---	8.5"	16.5"	12.5"
4.8 - 6.0		2.0"	---	---	10.0"	14.0"	12.0"
Cars Only		2.0"	---	---	*7.0"	10.0"	9.0"

* The aggregate base has been increased until the total surfacing thickness is equal to approximately one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM S-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 25, 1974

TO Victor D. Wolfe, Location Engineer

FROM J. W. Fackler for C. J. Gregg
C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
West Unit, Arlington-Heppner Jct. Interchange
Columbia River Highway (FAR 1)
Gilliam County

Following is a report on the evaluation of the pavement structural section from Station 73+00± to Station 181+00± of the subject project. Grading and paving was completed under two contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Asphalt Concrete (1964)	CBE = 2.0"
Plant Mixed Bituminous Base (1964)	CBE = 1.7"
Aggregate Base (1964)	CBE = 1.0"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections and "Project Base Design", A-1 through A-1-b; Laboratory reports and letters, A-2 through A-2-f; and Traffic Analysis sheets, A-3 and A-3-a.

The section shown below had Selected Subgrade Material as part of the structural section. No record of the source location or test results of the S.S.M. has been found. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil.

EB Station 73+00± to Station 181+50±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.8 (1963-1983)
CBE Requirement	25.5"
Constructed CBE	24.0"
Total underdesign	1.5"
Asphaltic Concrete Overlay Required	0.75" or 1.0"

Deflection Method

Deflection measurements were made on this section June 10, 1971. The results are shown below, and a summary of the tests is attached, A-4.

EB Station 73+00± to Station 181+50±
WB Station 73+50± to Station 181+00±

		E.B.	W.B.
Average Deflection	=	0.010	0.014
Evaluated (80%) O.W.T.	=	0.011	0.020
1973-1983 Traffic Coefficient	=	10.1	10.1
Eleven Year E.W.L. (Remainder of design period)	=	29,437,560	29,437,560
Tolerable Deflection	=	0.010	0.010
Percent Reduction Required	=	9.1	50.0
Crushed Base Equivalent Required	=	0.5"	7.0"
Asphaltic Concrete Overlay Required	=	0.25"	3.5"

No condition survey was made on this section, so analysis by this method has been omitted.

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-5 through A-5-b.

EB Station 73+00± to Station 181+50±
WB Station 73+50± to Station 181+00±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1964 - Year opened to traffic
1967 - Year pavement reached $P_t = 2.5$ (Obtained through R. C. Lang from section foreman, paving foreman, and the District Engineer.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and 18 kip Traffic Analysis Sheets.

1964 - 1967 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 420.3
Total 18 kip Loads (1964-1967) = 460,215

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.53

1964 - 1983 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 608.8
Total 18 kip Loads (1964-1983) = 4,221,888

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.35

SN Required = 3.35
SN Supplied (Opening to 1967) = 2.53
SN To be added = 0.82

CBE Required = 0.82/0.14 = 5.86

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (5.86") = 2.93" say 3.0"

Recommendations

The data presented above indicates that a minimum of two inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place two inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

CJG:af

West Unit, Arlington-Heppner Jct. Inter.
Columbia River Highway (FAR 1)
Gilliam County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Section (1954)	A-1
"As Constructed" Typical Section (1964)	A-1-a
Base Design, 1963	A-1-b
Laboratory Letter	A-2
Laboratory Reports (Core Tests)	A-2-a, A-2-b, and A-2-c
Laboratory Report (Aggregate)	A-2-d
Laboratory Report (Mix Design)	A-2-e and A-2-f
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4
Traffic Analysis for "Williams Method"	A-5, A-5-a, and A-5-b

HEPPNER JCT. INT. (Cont. 1216)=
Date of Award: 8-12-63
Date of Completion: 9-16-64

WEST UNIT, ARLINGTON-HEPPNER JCT. (Cont.= 6249)
Date of Award: 7-18-63
Date of Compl: 8-7-64

EAST UNIT, ARLINGTON-HEPPNER JCT. (Cont.= 6369)
Date of Award: 10-18-63
Date of Completion: 10-24-64

ARLINGTON — HEPPNER JCT. (Cont.= 3816)
Date of Award: 3-4-53 Date of Completion: 6-15-54

WEST BOUND ←

STATIONS → 100 200 300 400 500 600

EAST BOUND →

Approx. Mile Points → 137.55 E 139.28 E 145.3 E 146.5 E

COLOR KEY

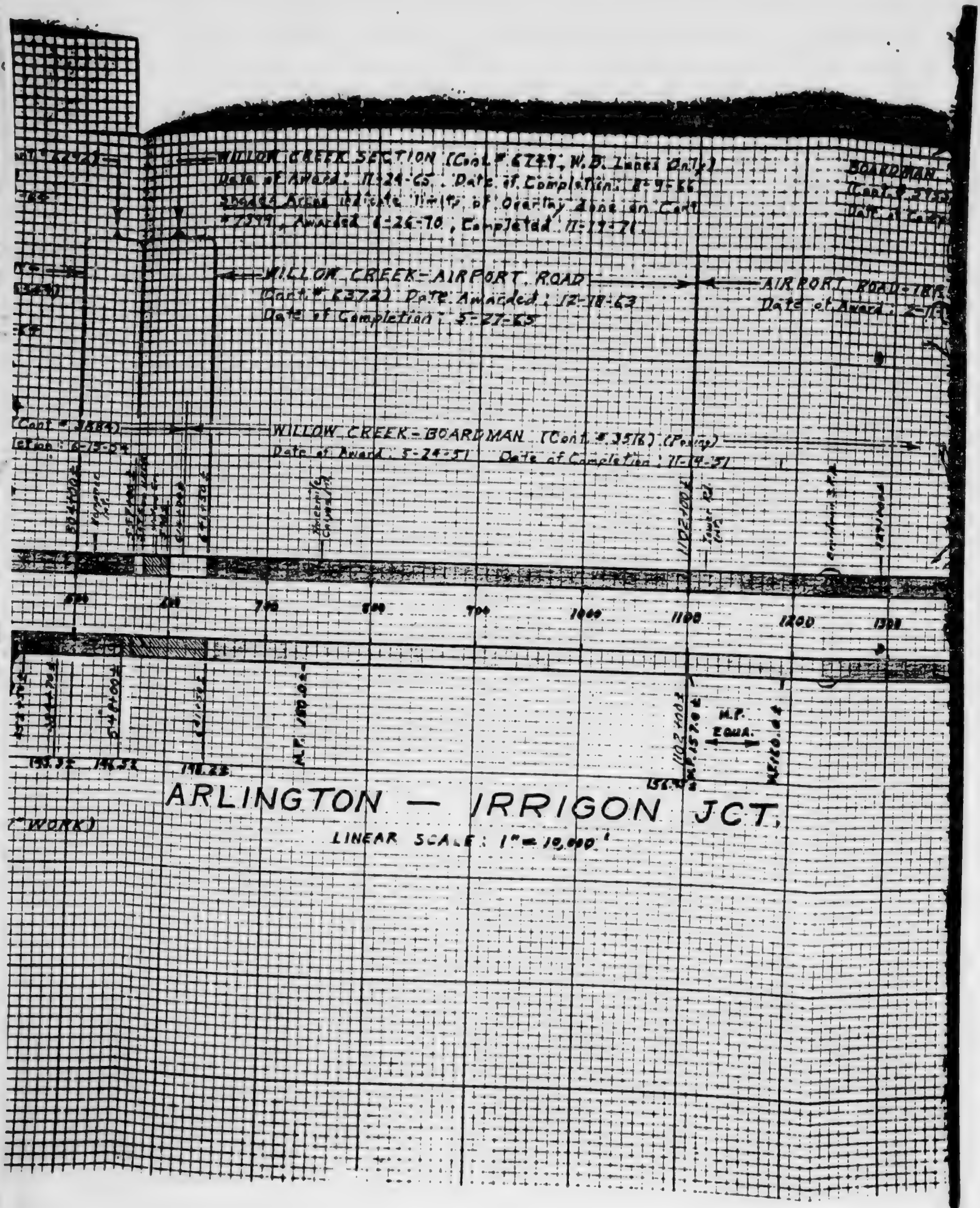
ORIGINAL SURFACE ("NEW" WORK)

OVERLAID SURFACE

A

PRINTED

"DIRECT" PRINTS ARE TRUE TO SCALE
EUGENE DIETZGEN CO.


WILLOW CREEK SECTION (Cont. # 6749, W.O. Index Only)
Date of Award: 11-24-65. Date of Completion: 8-9-66
Project Area and Date Limits of Grading Done on Cont. # 7279, Awarded 6-26-70, Completed 11-17-71
BOARDMAN
(Cont. # 3167)
Date of Award: 2-7
WILLOW CREEK-AIRPORT ROAD
(Cont. # 6372) Date Awarded: 12-18-62
Date of Completion: 5-27-65
AIRPORT ROAD-IRR
Date of Award: 2-7
(Cont. # 3885)
Letter: 6-12-
WILLOW CREEK-BOARDMAN (Cont. # 3516) (Paving)
Date of Award: 5-24-51 Date of Completion: 11-19-51
Tower Rd.
Tower Rd.
Conveyor
500
700
800
900
1000
1100
1200
1300
M.P. EQUA.
ARLINGTON — IRRIGON JCT.
(WORK)
LINEAR SCALE: 1" = 10,000'

(F.A. 1(6) Unit, M.P. Lanes Road)
...of Completion: 8-1-56
...Clearing done on Cont.
...dated 11-17-11.

...RT ROAD) ——— ← AIRPORT ROAD-IRRIGON JCT. (Cont.# 2388)*
...ended 12-18-63 Date of Award: 2-11-64 Date of Compl.: 8-23-66
...7-65

← BOARDMAN-UMATILLA CO LINE
(about 17.6 mi.)

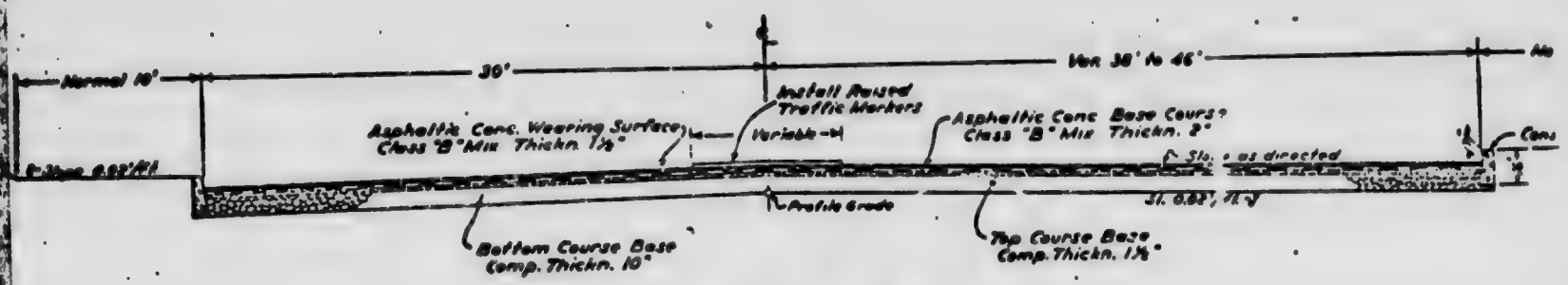
...MAN (Cont.# 2516) (Passing)
Date of Completion: 11-19-71

1000 1100 1200 1300 1400 1500 200 300

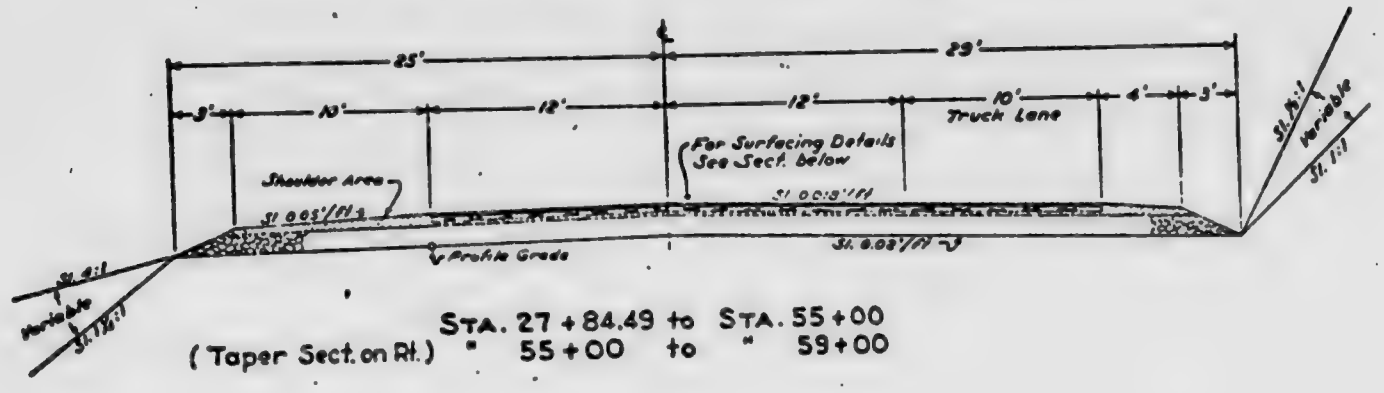
...IRRIGON JCT.
...: 1" = 10,000'

ARLINGTON - HEPPNER JC. SECTION COLUMBIA RIVER HIGHWAY GILLIAM COUNTY				SHEET No. 2A
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8.	OREGON	BFI-143(1)		

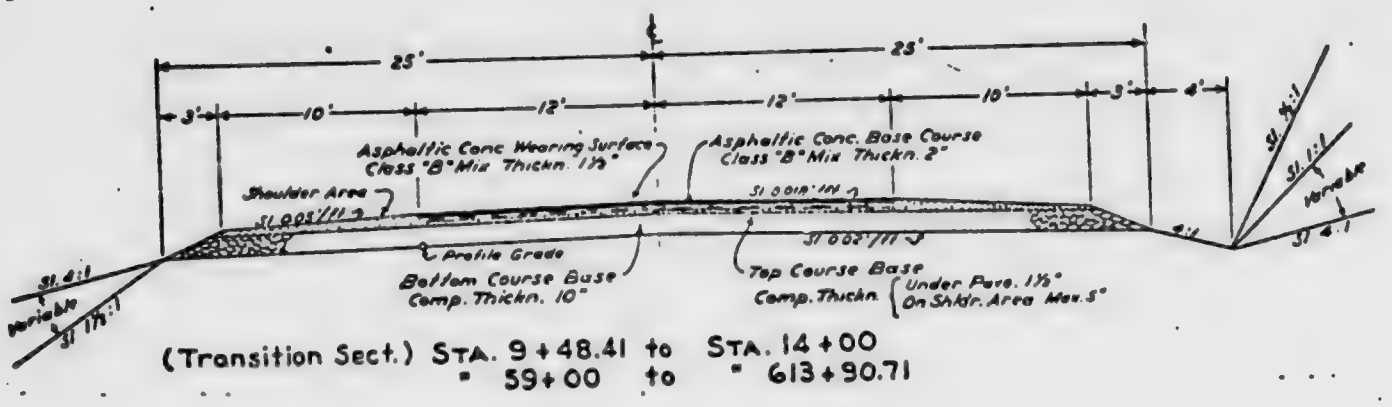
Revised As Constructed
February, 1955
Contract Number 3884



STA. 14+00 to STA. 24+64.49
(Transition Sect) " 24+64.49 to " 27+84.49



STA. 27+84.49 to STA. 55+00
(Taper Sect. on Rt.) " 55+00 to " 59+00

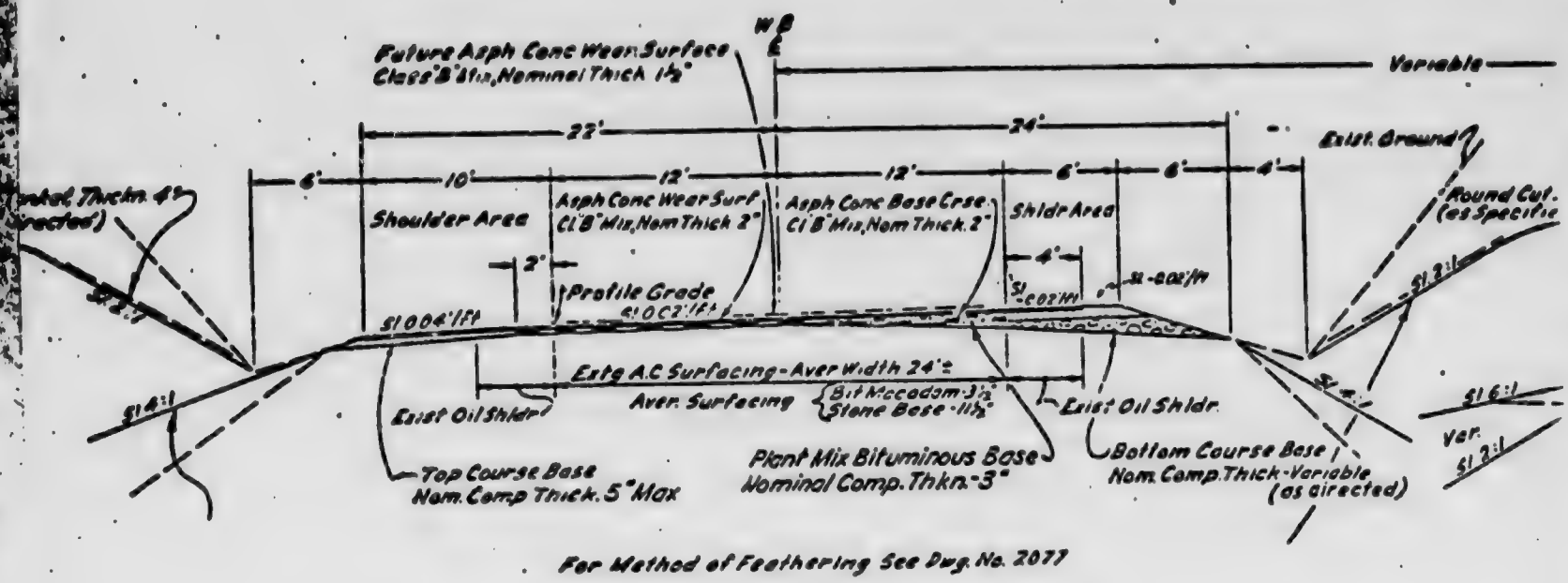


(Transition Sect.) STA. 9+48.41 to STA. 14+00
" 59+00 to " 613+90.71

A-1

WEST UNIT ARLINGTON-HEPPNER JCT. INTERCH. SEC. COLUMBIA RIVER HIGHWAY				Sheet No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	[illegible]		

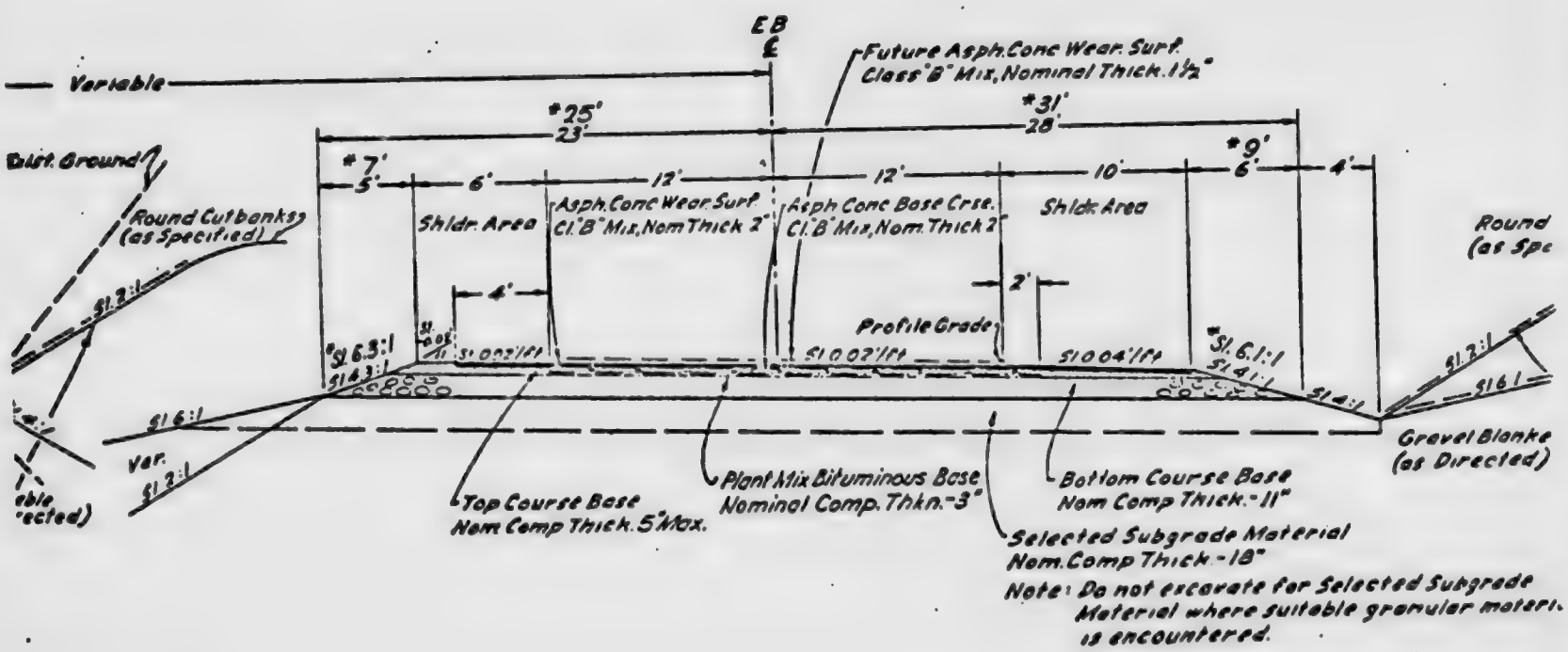
Revised 8-1-63 Temp Conn. Deleted; E B "Grading & Paving Extended
Revised 10-1-63 Grading Deleted "EB" Sta 181+57 to "EB" 164+34



For Method of Feathering See Dwg. No. 2077

"WB" STA. 73+50 to "WB" STA. 181+00
181+00 to 191+30.46 (GRADING ONLY)

* Sta "EB" 164+00 to Sta "EB" 181+57



Note: Do not excavate for Selected Subgrade Material where suitable granular materi. is encountered.

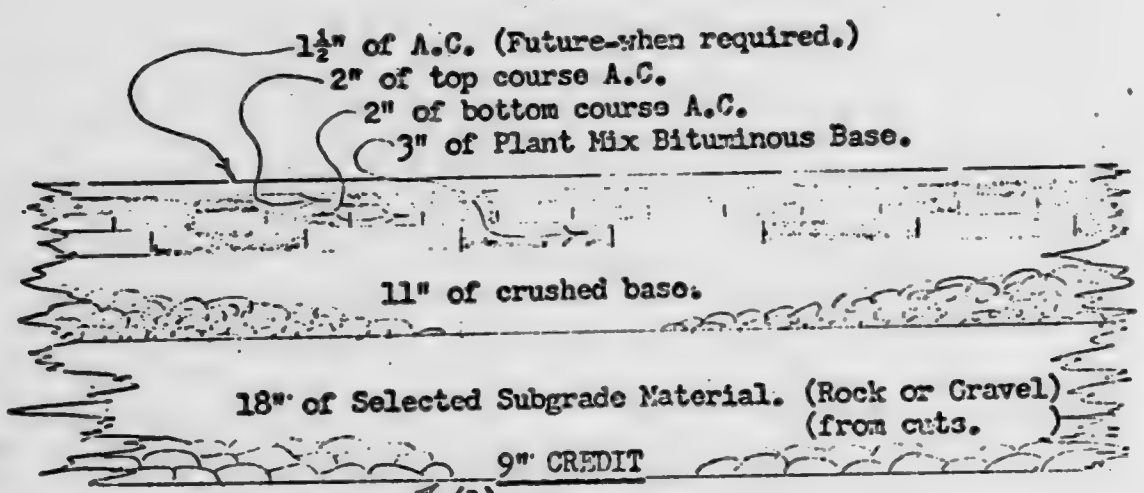
"EB" STA 73+02.91 to "EB" STA. 181+57

A-1-a

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
REVISED PROJECT BASE DESIGN REVISED

Section W. UNIT, ARLINGTON- HEPPNER JCT. Highway COLUMBIA RIVER (FA 1) County GILLIAM Prefix 611-1455
Geo. Engr. H. Ferguson Approx. Length of Project 2.7 Miles. Sta. 65± to Sta. 192+18.89± Date 6-3-63

Frost Penetration 14"-18" TYPICAL SECTIONS Traffic Classif. - VERY HEAVY


1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.
11" of crushed base.
18" of Selected Subgrade Material. (Rock or Gravel) (from cuts.)
9" CREDIT
(1)
Clayey Silt

(1)
Typical Soil

69	LL
35	PI
88	% P200 (No Red.)
0	% Gravel
1	% Coarse Sand
11	% Fine Sand
59	% Silt
29	% Clay
10	"R" Value (Corrected)

AASHO CLASSIF. - A-7-5 (20)

Note:
Revised Project Base Design submitted to recommend the use of Plant Mix Bituminous Base. The quality of the material is generally good if selected, but zones of poor material will be encountered [illegible] and should be up graded.

	Required Base & Wear		Designed Base & Wear		
	Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
				4	A
				3	P.M.B.B.
				11	Cr. Base
	18" o		SSM	9	CREDIT
	27			27	PRESENT
			Future	1½	A.C.
				28½	FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

B.P.R.
cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Bridge Engineer Division

Submitted by W. W. Yarbrough Staff Assistant
Recommended by W. L. Harlan Construction Engineer
Recommended by [illegible]
Approved by Lloyd V. Stone Engineer of Materials Deputy State Highway Engineer

Salem, Oregon 97310
December 26, 1973

John C. Jenkins, Materials Engineer
By
James E. Wilson, Assistant Materials Engineer

Interstate Overlay Need Study
West Unit Arlington-Heppner Jct.
Section of I-80N

Victor D. Wolfe
Location Engineer

Attached are test reports #996182, 998508, 73-20940 and 73-29671 which contain crushed base equivalent values (CBE) for stone base, plant mixed bituminous base, and asphalt concrete as constructed in 1964 on subject project. Review of our files for Contract No. 6299 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base, 1.7 CBE plant mixed bituminous base, and a 2.0 CBE asphalt concrete pavement.

JEW:lj
cc: C. T. Kenney
W. E. Schwartz
C. J. Gregg
G. E. Doyle

Form E-8—Rev. 1-58

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - WEARING COURSE

Laboratory No. 998508
Data Sheet No. A 629
Prefix 611-1988-910
Laboratory charge $785.00

Project Arlington - Heppner Jct. (West Unit).
Highway Old Oregon Trail
Contractor Roy L. Houck & Sons Completed 1964 No. 6299
Submitted by Vern Moore
Source of Material Roadway Sta. 101+66WB, 143WB, 101+66EB & 143EB
Sampled or inspected at
Sampled or inspected by Clint Smithe

Date received April 5, 1972
Date reported Dec. 26, 1973
To be used Class 'B' Asphaltic Concrete
Quantity represented

Sample No.	629-1-Top	629-2-Top	629-3-Top	629-4-Top
Station	101+76	101+74	142+91	143+00
Lane	W.B.	E.B.	W.B.	E.B.
Test pavement thickness	2.0"	1.8"	1.9"	2.0"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"	-	-	-	-
" " (¾" - 1/4")	34.2	33.7	34.7	33.2
" " (½" - # 10)	28.9	30.4	27.1	29.8
" " (#10 - # 40)	18.9	14.9	17.1	14.5
" " (#40 - #200)	7.0	9.5	7.3	9.9
" " (Pass #200)	4.7	6.2	5.2	6.1
Asphalt Content, %	6.3	5.3	8.6	6.5
Reclaimed asphalt, Pen. @ 77° F	13	14	18	16
Core lane location	9' Lt. ℄	10' Rt. ℄	-	10' Rt. ℄
Bulk sp. gr., in place	2.38	2.38	2.37	2.40	2.42	2.40	2.33	2.32
Bulk sp. gr., recompacted	2.45	2.46	2.45	2.50	2.49	2.48	2.47	2.45
Per cent relative compaction	97.1	96.7	96.7	96.0	97.2	96.8	94.3	94.7
Per cent voids, in place	7.0	7.0	7.8	7.0	5.5	5.9	8.3	9.4
Per cent voids, recompacted	4.3	3.9	4.7	3.1	2.7	2.7	2.8	4.3

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — Schwartz
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X Geology & Soils
- X V. Moore
- X Boyle

Test results indicate considerable variation in asphalt content & low penetration of reclaimed asphalt.

Justin C. Gaddis

A-2-a

Form 2-48—Gen. 1-58

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 998508
Data Sheet No. A 629
Prefix 611-1988-910
Laboratory charge

PAVEMENT EVALUATION - CORE TEST DATA - BASE COURSE

Project Arlington - Heppner Jct. (West Unit)
Highway
Contractor Completed 1964 No. 6299
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used
Quantity represented

Sample No.	629-1-Base	629-2-Base	629-3-Base	629-4-Base
Station	101+76	101+74	142+91	143+00
Lane	W.B.	E.B.	W.B.	E.B.
Test pavement thickness	1.6"	2.5"	1.9"	2.0"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"	-	-	-	-
" " (¾" - 1/4")	30.7	32.2	28.6	38.7
" " (¼" - # 10)	26.8	42.3	29.9	27.8
" " (#10 - # 40)	22.6	12.6	21.1	14.1
" " (#40 - #200)	7.7	3.8	8.4	8.3
" " (Pass #200)	5.1	3.7	4.9	5.1
Asphalt Content, %	7.1	5.4	7.1	6.0
Reclaimed asphalt, Pen. @ 77° F	20	16	24	22
Core lane location	9' Lt. ℄	10' Rt. ℄	-	10' Rt. ℄
Bulk sp. gr., in place	2.37 2.37	2.27 2.26	2.41 2.40	2.40 2.36
Bulk sp. gr., recompacted	2.49 2.47	2.34 2.33	2.48 2.48	2.47 2.45
Per cent relative compaction	95.2 96.0	97.0 97.0	97.2 96.8	97.2 96.3
Per cent voids, in place	6.3 6.0	9.9 11.0	5.1 5.1	5.1 7.4
Per cent voids, recompacted	1.6 2.0	7.1 8.3	2.4 2.0	2.4 3.9

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Test results indicate considerable variation in asphalt content & low penetration of reclaimed asphalt.

A-2-4

Form B-10-Gen. 6-59

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 998508
Data Sheet No. A 629
Prefix 611-1988-910
Laboratory charge

PAVEMENT EVALUATION - CORE TEST DATA - BITUMINOUS BASE

Project Arlington - Heppner Jct. (West Unit)
Highway
Contractor Completed 1964
Submitted by No. 6299
Source of Material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Date received
Date reported

Sample No.	629-1-OP	629-2-BB	629-3-BB	629-4-BB
Station	101+76	101+74	142+21	143+00
Lane	W.B.	E.B.	W.B.	E.B.
Test pavement thickness	Original	3.2"	Original	2.1"
Overlay patch thickness	Pavement	-	Pavement	-
Gradation of Cores:	Cont. #3884		Cont. #3884	
Per cent ret. 1"	Constructed	-	Constructed	-
" " (¾" - 1/4")	1954.	42.9	1954.	43.3
" " (¼" - # 10)		26.4		28.7
" " (#10 - # 40)		15.4		14.1
" " (#40 - #200)		6.0		5.2
" " (Pass #200)		4.2		3.7
Asphalt Content, %		5.1		5.0
Reclaimed asphalt, Pen. @ 77° F		15		16
Core lane location		10' Rt. ℄		10' Rt. ℄
Bulk sp. gr., in place	2.27	2.26	2.27	2.26
Bulk sp. gr., recompacted	2.35	2.36	2.36	2.34
Per cent relative compaction	96.6	95.8	96.2	96.6
Per cent voids, in place	13.0	13.1	12.0	12.7
Per cent voids, recompacted	10.0	9.2	8.5	9.6

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

The above test results indicate that the pavement represented has high void content with the resulting rapid oxidation of asphalt. Asphalt content of the mix is less than the design.

John C. Jackson
A-2-c

Form E-41—3M—6-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project: Interstate Overlay Need Study
Highway: W. Unit, Arlington - Heppner Jct.
Contractor: Columbia River
Submitted by: Roy L. Houck & Sons Corp. Contract No. 6299 (Completed 1964)
V. Moore

Prefix No. 611-1988-910
County: Gilliam
F. A. Project No.
Date Reported: Dec. 26, 1973
Laboratory Charges: $78.50

REPORT ON SAMPLE OF AGGREGATE

Source of material: ½ mi. Rt. Sta. 120, M.P. 139.6
Sampled at: Quarry
To be used
Date received: March 1, 1972
Sampled by: Moore & Cochran
Quantity represented
Date Sampled: Feb. 23, 1972
Sample Number

TEST RESULTS

Laboratory No. 996128
Type of material: Quarry Run Rock
Data Sheet No. A67762
Screen opening Square

GRANULOMETRIC ANALYSIS			
Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler: 15.34 - A -
Specific gravity (Le Chatelier) CA (Bulk) 2.70, SSD 2.77
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1½ - ¾ = 0.08
¾ - ⅜ = 0.17
⅜ - # 4 = 1.27
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %

	Pass #20	Height	
Oregon degradation:	13.95%	0.5"	(1)
	14.87%	0.4"	(2)

Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorption 2.74 %

The above test results and Cont. #6299 records indicate that crushed aggregate base as constructed is of a 1.0 CSE quality.

TEST REPORT DISTRIBUTION:

- FHWA
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Regional Engineer — Schwartz
- Resident Engineer
- District Engineer
- X Region Geologist — V. Moore
- X Geology and Soils
- X Files
- X Boyle

Engineer of Materials

A-2-d

OREGON STATE HIGHW. DIVISION
MATERIALS SEI ON

Labo tory No. T-20940
Dat. heet No. 27742
Prel. 61-120
Amount Charge $1/200
Date Received
Date Reported Dec. 26, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need study

Project (W.U.+) Arlington - Hermiston Jct Mix Type-Class
Contractor: Prime R.L. Hanson Co. Contract No. 6299 Fed. Aid No. I-84-1(127)
Paving Hanson Completed 1974
Engineer: Region E. Pendleton Resident W. Brashear
Aggregate: Source Mp. 139.6 Columbia Cem. Type Crushed Rock
Asphalt: Brand Shell Grade AC-20

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6299			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
3" Comb.	Ind. Co.								
1									
¾									
½	10.3			11.5	11.5	10.7	10.0		
3/8									
¼	27.2			29.1	29.9	27.0	27.5		
4	9.1			9.7	9.1	9.0	9.1		
10	20.2			22.2	22.0	21.5	20.4		
40	15.4			14.5	14.5	15.3	15.2		
200	6.5			7.2	6.2	5.9	5.7		
P200	3.5			3.7	3.0	5.0	5.0		
No. Avg.	6.4								
Asphalt Content Including 0.1 % Retention						6.6	7.2		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100# Compaction	2.43	2.46		
Mix Design % Voids @ 100# Compaction	3.9	1.9		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 290° F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell AC-20	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry Spot	Satisfactory	Satisfactory	Satisfactory	Too Rich
Stability Value @ 1st Compaction	39	42	38	43	43
Cohesion " " "	530	400	270	590	450
Bulk Sp. Gravity @ 1st Compaction	2.38	2.31	2.38	2.35	2.37
Percent Voids " " "	11.0	10.5	9.0	7.5	6.0
Stability Value @ 2nd Compaction	52	51	52	53	43
Bulk Sp. Gravity @ 2nd Compaction	2.37	2.39	2.41	2.42	2.40
Percent Voids " " "	8.5	7.0	5.5	4.0	2.5
Real Gravity @ 0% Voids	2.60	2.57	2.56	2.52	2.46

Effect of Water on Cohesion: (AASHTO-T-165)

Asphalt Content (%) AC-20	5.0	6.5	7.0
Index of Ret. Str. (%)	41	57	50

FWHA
XConstruction
Maintenance
XRegional Engineer Schwartz
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist V. Moore
2XFiles
X Boyle

The above test results, report #998508 (Page 1 & 2) & Cont. #6299 records indicate that the asphaltic concrete as constructed is of a 2.0 CBE quality.

Engineer of Materials

A-2-e

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. D-29571
Data Sheet No. 6771.2
Prefix 611-1393
Amount Charge 140—
Date Received 12-12-73
Date Reported Dec. 26, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Project (W.Unit) Junction - Harrisburg Jct. Mix Type-Class PMBB (3/4-D)
Contractor: Prime Rogue Paving Co. Contract No. 6299 Fed. Aid No. Completed 1974
Engineer: Region A.E. Peterson Resident W. Ferguson
Aggregate: Source U.P.R.R. Col. River Hwy Type Quarry
Asphalt: Brand Shell Grade AR-4000

MIX DESIGN PROPORTIONS:

Agg. Size	Comb. Aggr. 11-12-73			Comb. Agg. Dry Sieve		RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex			
% Comb.	8.4 Asp.					Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾									27.7
½	28.7			30.0	29.5				11.2
3/8				12.7	12.5				11.8
¼	24.3			12.7	12.8				8.7
4	9.1			9.1	9.5				14.7
10	15.1			15.8	15.6				10.3
40	10.1			11.2	11.0				4.2
200	4.2			4.4	4.7				2.2
P200	3.9			3.6	4.1				
Number.	4.8								6.0

Asphalt Content Including 0.1 Retention

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				2.43
Mix Design % Voids @ 100% Compaction				5.1

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 285°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell 60/70	4.0	5.0	6.0	7.0	
" Film Thickness	Very Thin	Medium	Thick	Very Thick	
Stability Value @ 1st Compaction	25	32	42	44	
Cohesion " " "	201	337	425	502	
Bulk Sp. Gravity @ 1st Compaction	2.31	2.36	2.39	2.38	
Percent Voids " " "	12.5	10.0	7.2	5.6	
Stability Value @ 2nd Compaction	50	55	52	53	
Bulk Sp. Gravity @ 2nd Compaction	2.32	2.37	2.42	2.42	
Percent Voids " " "	11.0	8.1	5.1	4.1	
Real Gravity @ 0% Voids	2.604	2.640	2.636	2.622	

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Shell 60/70	4.0	5.0	6.0	7.0
Index of Ret. Str. (%)	34	58	65	60

*Index of Retained Strength is less than the design min.

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist V. Moore
2X Files
X Boyle

Based on the above test results, report #998508 (Page 3) & Cont. # 6299 records indicate that the PMBB as constructed is of a 1.7 CBE quality. The average asphalt content from the project inventory of 4.9% is 0.6% & 1.1% less than the contract design & design # 998508. The resulting high void content has resulted in a rapid rate of asphalt oxidation and the Index of Retained Strength of the mix is less than the 70% min. to provide good mix durability.

Engineer of Materials

A-2-f

TRAFFIC ANALYSIS

SECTION: West Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (1963)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	125	2.3	288	207	450	93,150
3	55	2.3	127	91	1000	91,000
4	40	2.3	92	66	1250	82,500
5	455	2.3	1047	751	3180	2,388,180
6	5	2.3	12	9	2570	23,130
				1124	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,677,960

TWENTY YEAR EWL 53,559,200

TRAFFIC COEFFICIENT 10.8

TRAFFIC ANALYSIS

SECTION: West Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (19 63)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	125	2.3	288	207	450	93,150
3	55	2.3	127	91	1000	91,000
4	40	2.3	92	66	1250	82,500
5	455	2.3	1047	751	3180	2,388,180
6	5	2.3	12	9	2570	23,130
				1124	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,677,960

ELEVEN YEAR EWL 29,457,560

TRAFFIC COEFFICIENT 10.1

A-3-a

West Unit, Arlington-Heppner Jct. Int.
Columbia River Highway (FAR 1)
Gilliam County

Mile Point	O.W.T.	I.W.T.
W.B. 138.8		0.016
	0.022	
	0.028	
		0.013
	0.020	
	0.015	
		0.011
	0.011	
	0.011	
		0.009
	0.009	
	0.013	
		0.009
	0.010	
	0.012	
		0.007
		0.008
E.B. 138.0		
	0.010	
	0.011	
		0.011
	0.009	
	0.009	
		0.008
	0.010	
	0.011	
		0.010
	0.011	
	0.010	
		0.010
	0.013	
	0.010	
		0.012

TRAFFIC ANALYSIS
1963 - 1983
TWENTY YEAR DESIGN PERIOD

SECTION: West Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (1963)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	125	2.3	288	207	38.25	7,917.75
3	55	2.3	127	91	81.76	7,440.16
4	40	2.3	92	66	105.30	6,949.80
5	455	2.3	1047	751	257.76	193,577.76
6	5	2.3	12	9	213.96	1,925.64
				1124	TOTAL	

18 kip s.a./day 596.743

TOTAL AVERAGE ANNUAL 18 kip s.a. 217,811.11

TWENTY YEAR 18 kip s.a. 4,356,222

RATIO 12.295

TRAFFIC ANALYSIS
1964-1967
OPENING YEAR TO YEAR PAVEMENT REACHED P_t=2.5

SECTION: West Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (19 63)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1964	EXPANSION FACTOR	TOTAL TADT 1967	MEAN TADT 1964-1967	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	133		158	146	38.25	5,584.50
3	59		69	64	81.76	5,232.64
4	43		50	47	105.30	4,949.10
5	485		573	529	257.76	136,355.04
6	5		6	6	213.96	1,283.76
				792 TOTAL		

18 kip s.a./day 420.288

(1964-1967) TOTAL AVERAGE ANNUAL 18 kip s.a. 153,405.04

Total (1964-1967) ~~TWENTY~~ THREE YEAR 18 kip s.a. 460,215

RATIO

A-5-a

TRAFFIC ANALYSIS
1964-1983
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: West Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (1963)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1964	EXPANSION FACTOR	TOTAL TADT 1983	MEAN TADT 1964-1983	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	133		288	211	38.25	8,070.75
3	59		127	93	81.76	7,603.68
4	43		92	68	105.30	7,160.40
5	485		1047	766	257.76	197,444.16
6	5		12	9	213.96	1,925.64
				1147	TOTAL	

18 kip s.a./day

(1964-1983) TOTAL AVERAGE ANNUAL 18 kip s.a. 608.780

Total (1964-1983) NINETEEN YEAR 18 kip s.a. 222,204.63

RATIO 4,221,888

A-5-L

FORM 8.00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 22, 1974

TO Victor D. Wolfe, Location Engineer

FROM J. W. Fiedler for C. J. Gregg
C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
East Unit, Arlington-Heppner Jct. Interchange
Columbia River Highway (FAR 1)
Gilliam County

Following is a report on the evaluation of the pavement structural sections from Station 181+00± to Stations 485+00± E.B. and 504+00± W.B. of the subject project. Grading and paving were completed under three contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Asphaltic Concrete (1964)	CBE = 2.0"
Plant Mixed Bituminous Base (1964)	CBE = 1.8"
Aggregate Base (1964)	CBE = 1.0"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections and "Project Base Design", A-1 through A-1-c; Laboratory reports and letters, A-2 through A-2-f; and Traffic Analysis sheets, A-3 and A-3-a.

The section shown below had Selected Subgrade Material as part of the structural section. No record of the source

location or test results of the S.S.M. has been found. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil.

EB Station 181+50± to Station 452+50±
WB Station 419+20± to Station 504+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.8 (1963-1983)
CBE Requirement	25.5"
Constructed CBE	24.5"
Total underdesign	1.0"
Asphaltic Concrete Overlay Required	0.5"

No data is available for analysis by underdesign of the sections constructed in 1954 and overlaid in 1964.

Deflection Method

The overlay thickness required by deflection measurements is shown below, and a summary of the tests is attached, A-4 and A-4-a.

Average Deflection	=	0.011
Evaluated (80%) O.W.T.	=	0.012
1973-1983 Traffic Coefficient	=	10.1
Eleven Year E.W.L. (Remainder of design period)	=	29,457,560
Tolerable Deflection	=	0.010
Percent Reduction Required	=	16.7
Crushed Base Equivalent Required	=	1.0"
Asphaltic Concrete Overlay Required	=	0.5"

No condition survey was made on this section, so analysis by this method has been omitted.

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-5 through A-5-b.

EB Station 181+50± to Station 484+70±
WB Station 181+00± to Station 504+00±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1964 - Year opened to traffic
1967 - Year pavement reached P_t = 2.5 (Obtained through R. C. Lang from Roy Martin.)

100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet.)
Soil Support Value = 5.5 (Based on R = 35, Minimum for traffic classification.)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14
(AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and standard 18 kip Traffic Analysis Sheets.

1964 - 1967 (Year of opening to year pavement reached P_t = 2.5)
Average Daily 18 kip Loads = 420.3
Total 18 kip Loads (1964-1967) = 460,215

From AASHO Chart 400-2, P_t = 2.5
SN Supplied = 2.53

1964 - 1983 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 608.8
Total 18 kip Loads (1964-1983) = 4,221,888

From AASHO Chart 400-1, P_t = 2.0
SN Required = 3.35

SN Required	=	3.35
SN Supplied (Opening to 1967)	=	2.53
SN To be added	=	0.82

CBE Required = 0.82/0.14 = 5.86"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (5.86") = 2.93" say 3.0"

Recommendations

The data presented above indicates that a minimum of two inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place two inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

CJG:af

East Unit, Arlington-Heppner Jct. Inter.
Columbia River Highway (FAR 1)
Gilliam County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1, A-1-a, and A-1-b
Base Design, 1963	A-1-c
Laboratory Letter	A-2
Laboratory Reports (Core Tests)	A-2a, A-2-b, and A-2-c
Laboratory Report (Aggregate)	A-2-d
Laboratory Reports (Mix Design)	A-2-e and A-2-f
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4 and A-4-a
Traffic Analysis for "Williams Method"	A-5, A-5-a, and A-5-b

HEPPNER JCT. INT. (Cont.# 6292)
Date of Award: 5-7-63
Date of Completion: 9-16-64

WEST UNIT, ARLINGTON-HEPPNER JCT. (Cont.# 6299)
Date of Award: 7-18-63
Date of Compl: 8-7-64

EAST UNIT, ARLINGTON-HEPPNER JCT. (Cont.# 6349)
Date of Award: 10-18-63
Date of Completion: 10-24-64

ARLINGTON - HEPPNER JCT. (Cont.# 3284)
Date of Award: 3-4-53 Date of Completion: 6-15-54

WEST BOUND ←

STATIONS → 100 200 300 400 500 600

EAST BOUND →

Approx. Mile Points → 137.55± 139.52± 145.3± 146.5±

COLOR KEY

ORIGINAL SURFACE ("NEW" WORK)

OVERLAID SURFACE

WILLOW CREEK SECTION (Cont. # 6744, W.B. Lanes Only)
Date of Award: 11-24-65 Date of Completion: 8-9-66
Shoulder Areas (Cont. # 7299) Awarded 6-26-70, Completed 11-9-71

WILLOW CREEK-AIRPORT ROAD
(Cont. # 6372) Date Awarded: 12-16-63
Date of Completion: 5-27-65

AIRPORT ROAD-IR
Date of Award: 2-1

BOARDMAN
(Cont. # 29
Date of Com

WILLOW CREEK-BOARDMAN (Cont. # 3518) (Paving)
Date of Award: 3-24-51 Date of Completion: 11-14-51

(Cont. # 3884)
Completion: 6-15-54

500 600 700 800 900 1000 1100 1200 1300

M.P. EQUA

ARLINGTON — IRRIGON JCT.

LINEAR SCALE: 1" = 10,000'

W. WORK)

BOARDMAN JCT. - IRRIGON JCT.
(Cont. # 5955) Date of Award: 2-1-61
Date of Completion: 9-14-62

AIRPORT ROAD - IRRIGON JCT. (Cont. # 6300)
Date of Award: 2-11-64 Date of Compl.: 8-23-65

BOARDMAN - UMATILLA CO. LINE
(Cont. # 5940)

(Cont. # 5515) (Paving)
Date of Completion 11-19-71

AIRPORT ROAD

1000 1100 1200 1300 1400 1500 200 300

M.P. EQUA.

241+00 ±

296+00 ±

167.45 ±

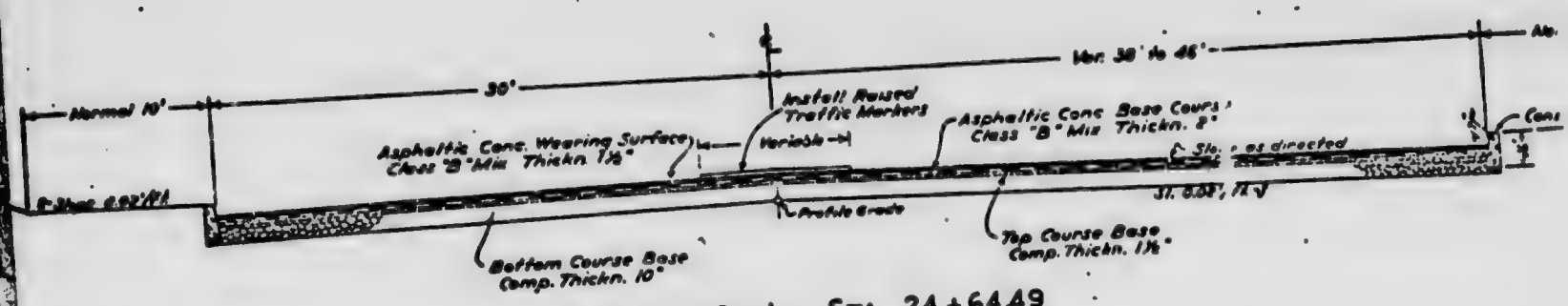
168.45 ±

RIGON JCT.

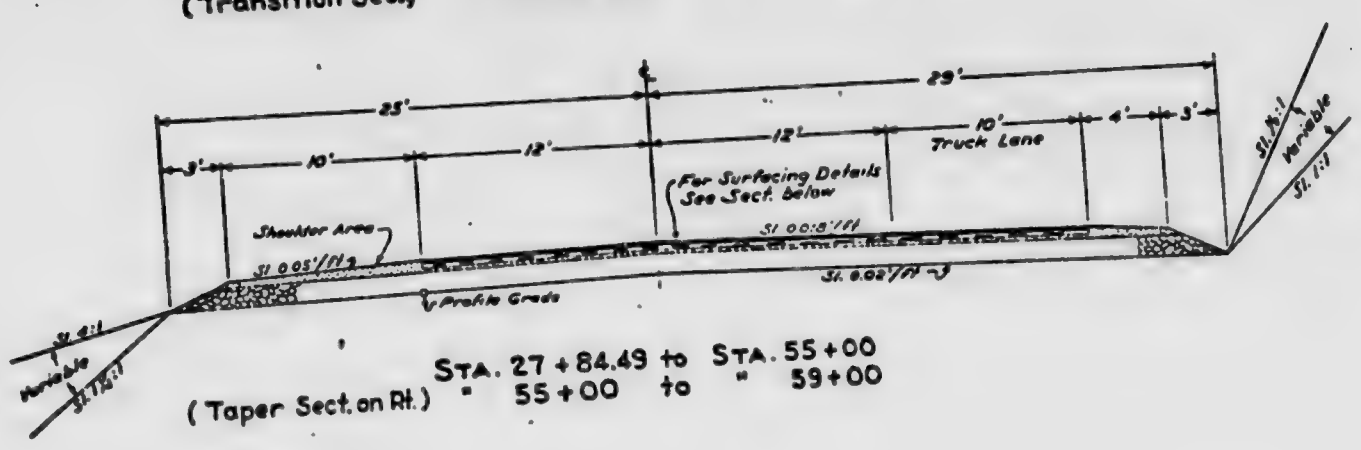
= 10,000'

ARLINGTON - HEPPNER JC. SECTION COLUMBIA RIVER HIGHWAY GILLIAM COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	BFI-145(5)		

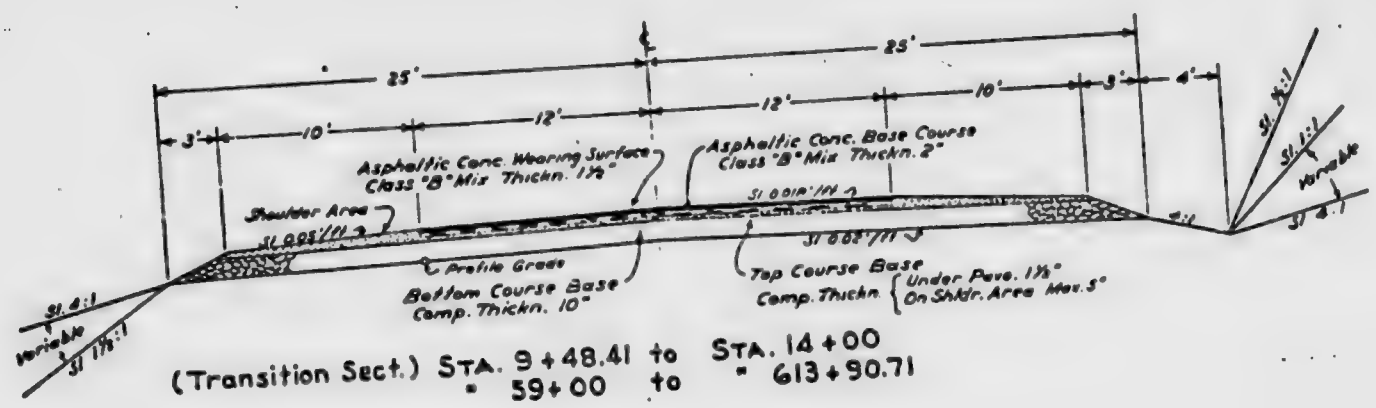
Revised As Constructed
February, 1955
Contract Number 3684



STA. 14+00 to STA. 24+64.49
(Transition Sect.) " 24+64.49 to " 27+84.49



STA. 27+84.49 to STA. 55+00
(Taper Sect. on Rt.) " 55+00 to " 59+00



(Transition Sect.) STA. 9+48.41 to STA. 14+00
" 59+00 to " 613+90.71

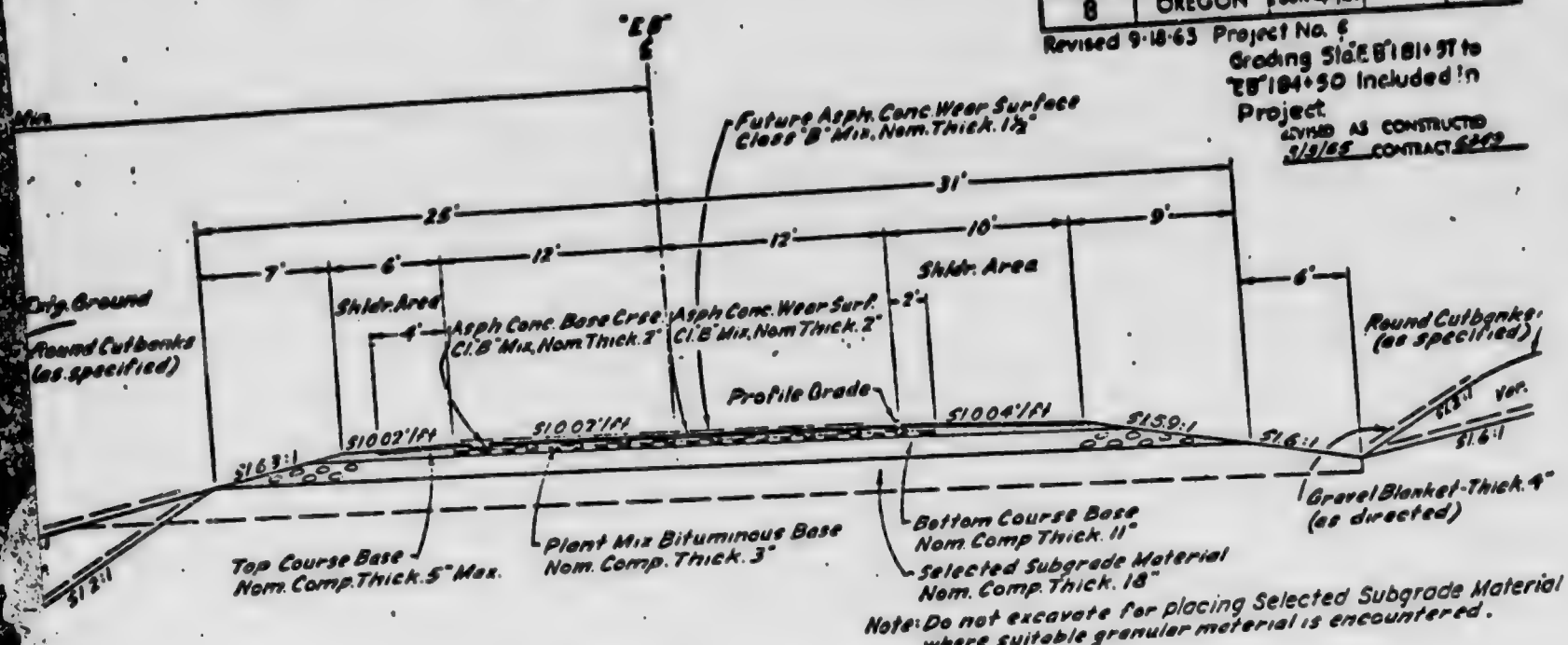
A-1

E C T I O N S

EAST UNIT IRRIGTON-HEPPNER JCT. INTERCHANGE SEC. COLUMBIA RIVER HIGHWAY GILLIAM COUNTY				SHT No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	I-BON-4(4)139		

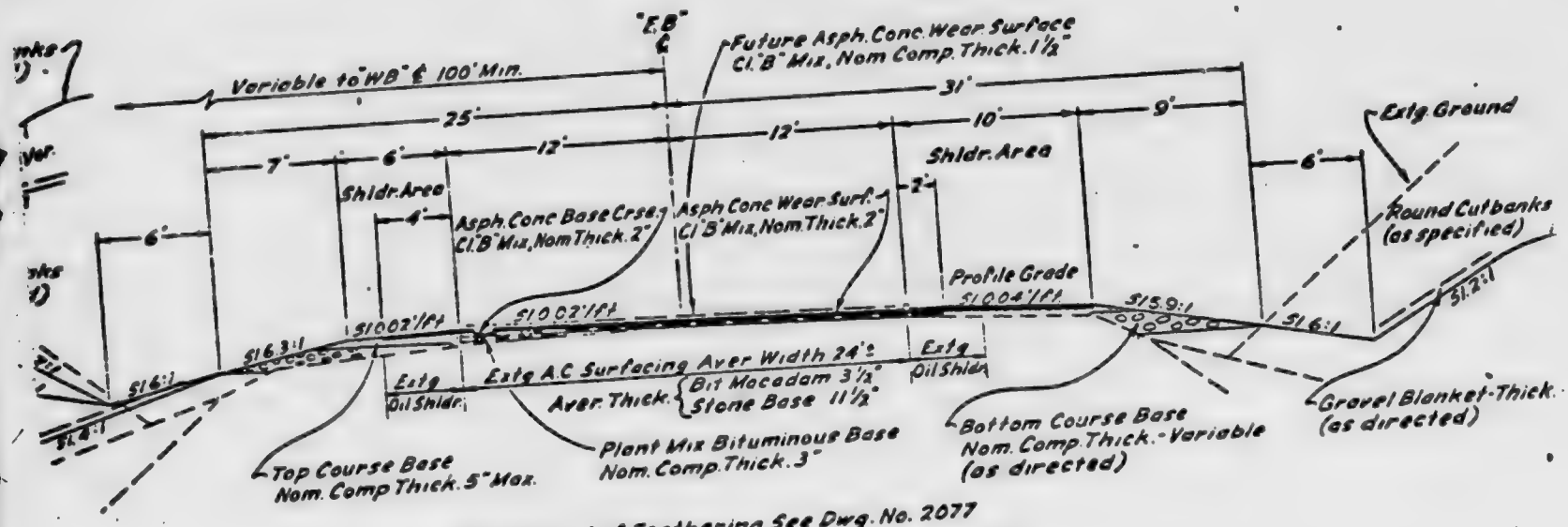
Revised 9-18-63 Project No. ¢ Grading Sta. "EB" 181+57 to "EB" 184+50 included in Project.

REVISED AS CONSTRUCTED 3/9/65 CONTRACT 6249



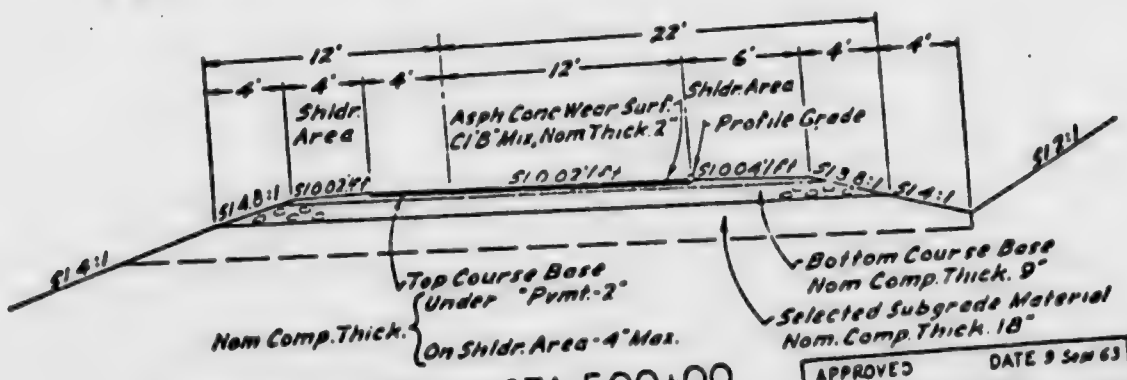
Note: Do not excavate for placing Selected Subgrade Material where suitable granular material is encountered.

"EB" STA 181+57 to "EB" STA. 452+50



For Method of Feathering See Dwg. No. 2077

"EB" STA. 452+50 to "EB" STA. 484+70



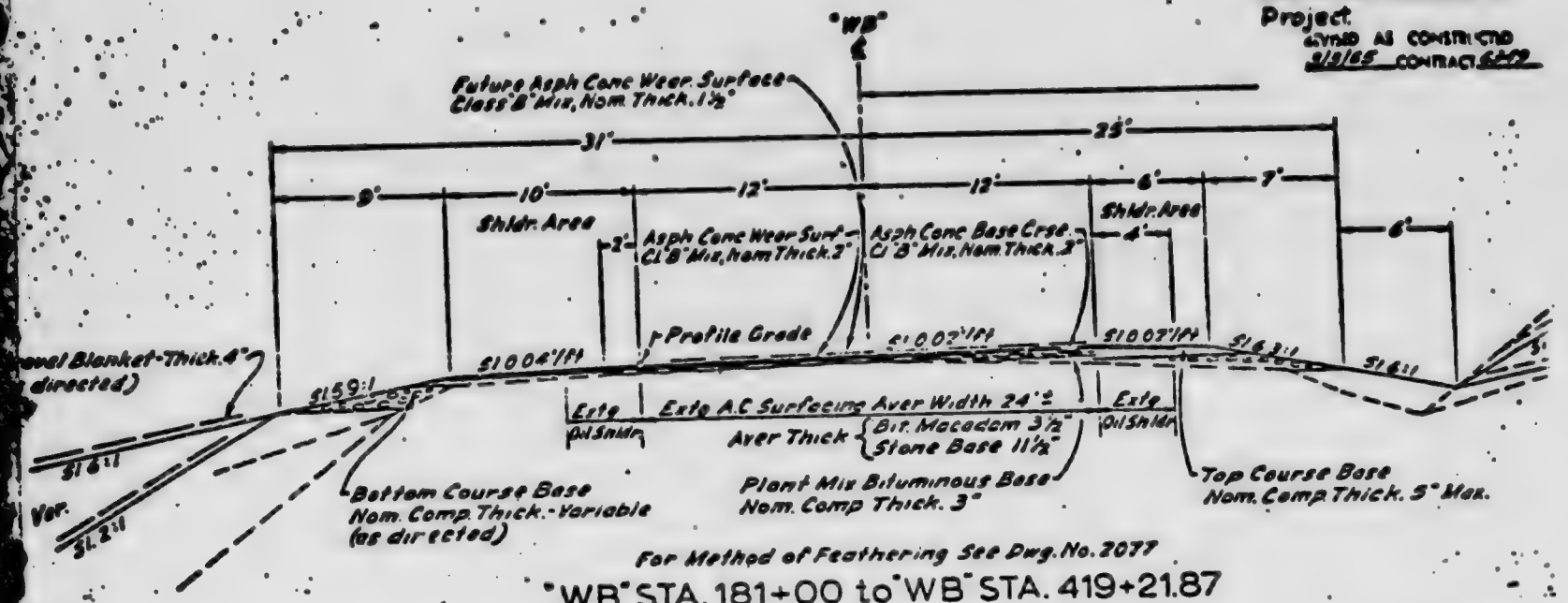
STA. 490+37.02 to STA. 500+00 (Temporary Connection)

APPROVED	DATE 9 Sept 63	APPROVED	DATE
COLONEL, C.E., DISTRICT ENGINEER		STATE HIGHWAY ENGINEER	

A-1-a

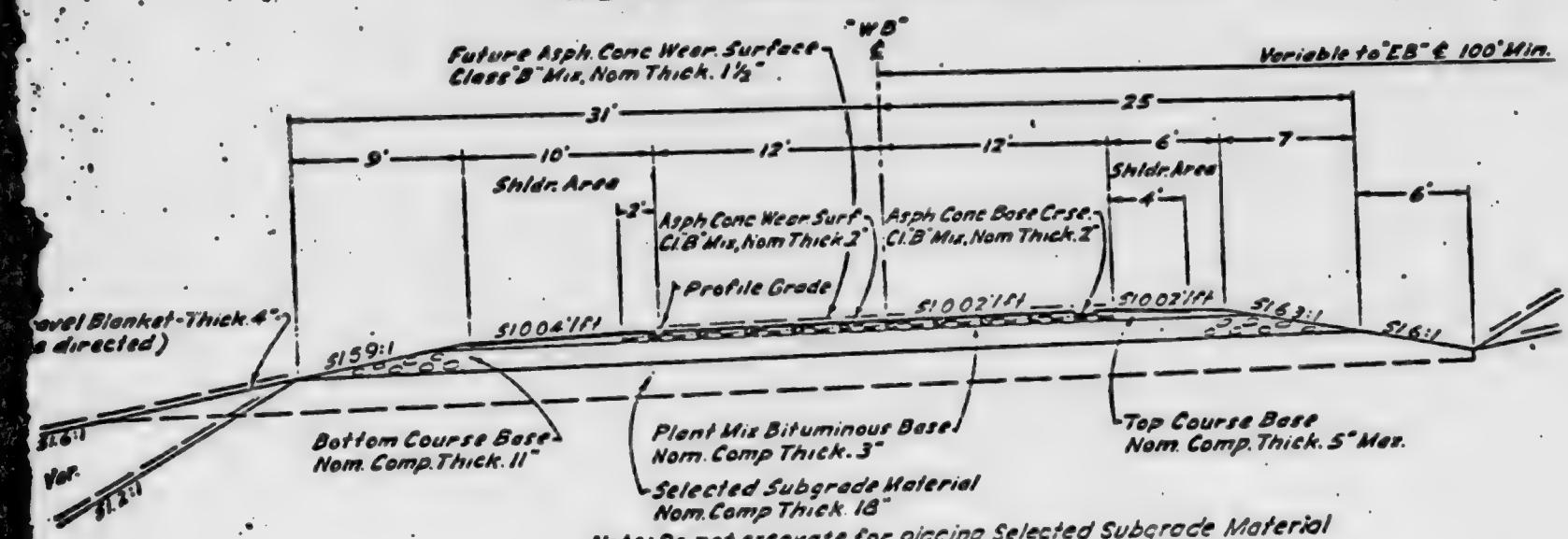
ARLINGTON-PENDLETON JCT. (WILLOW RANGE)				2
COLUMBIA RIVER HIGHWAY				
GILLIAM COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-BDN 434(13)		See Index

Revised 9-18-63 Project No. 6
Grading Sta. "EB" 181+97 to "EB" 184+50 included in Project.
REVISED AS CONSTRUCTED 8/9/65 CONTRACT 6499



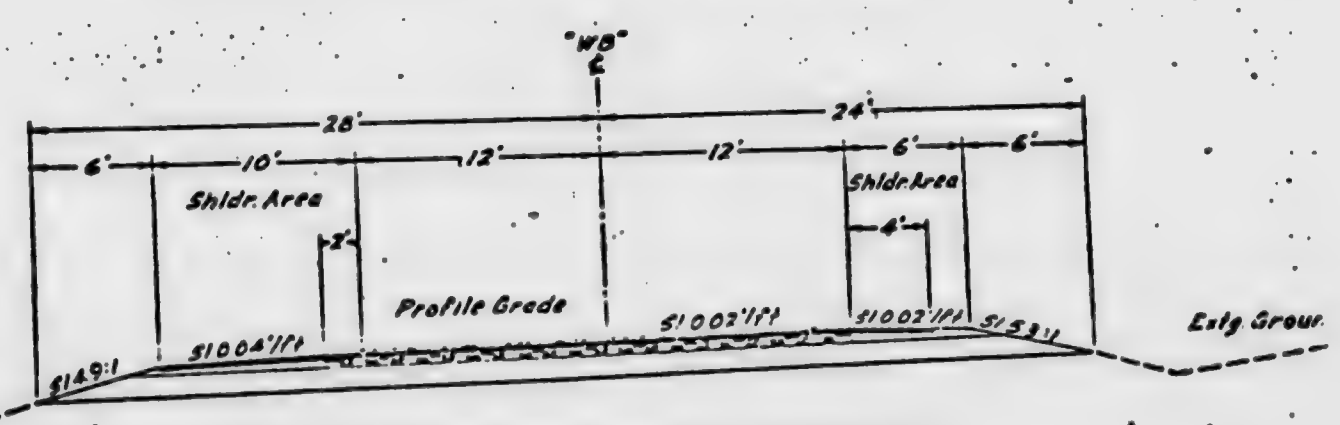
For Method of Feathering See Dwg. No. 2077

"WB" STA. 181+00 to "WB" STA. 419+21.87



Note: Do not excavate for placing Selected Subgrade Material where suitable granular material is encountered.

"WB" STA. 419+21.87 to "WB" STA. 492+00



For Surfacing Details Not Shown See Section Above

"WB" STA. 492+00 to "WB" STA. 504+00

A-1-b

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED

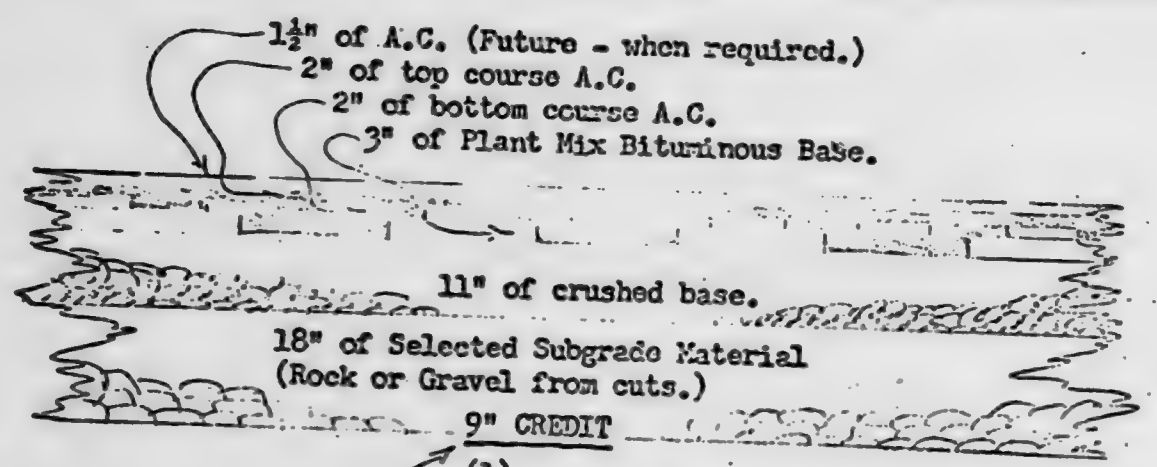
REVISED

ction E. UNIT, ARLINGTON-HEPPNER JCT Highway COLUMBIA RIVER (FA 1) County GILLIAM Prefix 611-1455

n. Engr. _____ Approx. Length of Project 6.7 Miles. Sta. 158+ to Sta. 509+50+ Date 7-10-63

Frost Penetration 14"-18"

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY


1½" of A.C. (Future - when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.
11" of crushed base.
18" of Selected Subgrade Material
(Rock or Gravel from cuts.)
9" CREDIT
(1)
Clayey Silt

(1)

Typical Soil	
69	LL
35	PI
68	% P200
0	% Gravel
1	% Coarse Sand
11	% Fine Sand
59	% Silt
29	% Clay
10	"P" Value

BASED CLASSIF. - A-7-5 (20)

Note:
Revised Project Base Design submitted to recommend the use of Plant Mix Bituminous Base. The quality of the material is generally good, if selected, but zones of poor material will be encountered and should be upgraded.

Inter-state	Required Base & Wear		Designed Base & Wear		
	Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
				4	AC
				3	PMBB
				11	Cr Base
	18" of		SSH = 9		CREDIT
27				27	PRESENT
			Future	1½	AC
				28½	FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

B.P.R.
Asst. Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer - 3 Dist. Engr.
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer

Submitted by _____ Staff Assistant Soils Engineer

Recommended by _____ Construction Engineer

Recommended by _____

Approved by _____ Engineer of Materials

State Highway Engineer

Salem, Oregon 97310
December 26, 1973

John C. Jenkins, Materials Engineer
By
J. E. Wilson, Assistant Materials Engineer

Interstate Overlay Need Study
East Unit Arlington-Heppner Jct.
Section of I-80N

Victor D. Wolfe
Location Engineer

Attached are test reports #996131, 998509, 73-20822, and 73-20823 which contain crushed base equivalent values (CBE) for stone base, plant mixed bituminous base, and asphalt concrete as constructed in 1964 on subject project. Review of our files for Contract No. 6349 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base, 1.8 CBE plant mixed bituminous base, and a 2.0 CBE asphalt concrete pavement.

JEW:lj
cc: C. T. Keasey
W. E. Schwartz
C. J. Gregg
G. E. Boyle

Form D-60—Rev. 1-70

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - WEARING COURSE

Laboratory No. 998509
Data Sheet No. A 630
Prefix 611-1988-910
Laboratory charge $785.00

Project Arlington - Heppner Jct. (East Unit) Completed 1964
Highway Old Oregon Trail
Contractor Rogers Const. Co. No. 6349
Submitted by Vern Moore
Source of Material Roadway Sta. 247EB, 365EB, 227WB & 426WB
Sampled or inspected at
Sampled or inspected by Clint Smithe

Date received April 5, 1972
Date reported Dec. 26, 1973
To be used 'B' Asphaltic Concrete
Quantity represented

Sample No.	630-1-Top	630-2-Top	630-3-Top	630-4-Top
Station	227+08	246+96	365+56	426+03
Lane	E.B.	W.B.	W.B.	E.B.
Test pavement thickness	1.8"	2.0"	2.0"	2.0"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"	-	-	-	-
" " (¾" - 1/4")	32.9	32.6	34.6	31.1
" " (¼" - # 10)	29.4	29.1	26.2	27.4
" " (#10 - # 40)	17.1	18.2	19.3	17.9
" " (#40 - #200)	8.3	7.4	8.5	10.8
" " (Pass #200)	6.5	6.5	5.3	6.5
Asphalt Content, %	5.8	6.2	6.1	6.3
Reclaimed asphalt, Pen. @ 77° F	11	13	15	17
Core lane location	9' Rt. ℄	9' Lt. ℄	9' Lt. ℄	10' Rt. ℄
Bulk sp. gr., in place	2.35 2.34	2.40 2.38	2.46 2.47	2.46 2.45
Bulk sp. gr., recompacted	2.49 2.47	2.51 2.46	2.53 2.54	2.53 2.52
Per cent relative compaction	94.4 94.7	95.6 96.7	97.2 97.2	97.2 97.2
Per cent voids, in place	8.6 9.3	6.6 8.5	3.5 3.5	4.3 4.3
Per cent voids, recompacted	3.1 4.3	2.3 5.4	0.8 0.8	1.6 1.6

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Schwartz
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X Geology & Soils
- X Boyle
- X V. Moore

The above test results indicate satisfactory asphalt content, gradation, void content, compaction and reclaimed asphalt penetration.

Justin C. Justice

A-2-a

Form 734—Rev. 1-62

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - BASE COURSE

Laboratory No. 998509
Data Sheet No. A 630
Prefix 611-1988-910
Laboratory charge

Project Arlington - Heppner Jct. (East Unit)
Highway
Contractor Completed 1964
No. 6349
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used
Quantity represented

Sample No.	630-1-Base	630-2-Base	630-3-Base	630-4-Base
Station	227+08	246+96	365+56	426+03
Lane	E.B.	W.B.	W.B.	E.B.
Test pavement thickness	2.0"	1.8"	2.4"	2.1"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"	-	-	-	-
" " (¾" - 1/4")	36.6	36.3	36.9	34.7
" " (½" - # 10)	26.2	26.9	26.6	24.2
" " (#10 - # 40)	16.1	17.3	15.8	18.4
" " (#40 - #200)	8.1	7.0	7.1	7.8
" " (Pass #200)	7.1	6.6	7.4	8.4
Asphalt Content, %	5.9	5.9	6.2	6.5
Reclaimed asphalt, Pen. @ 77° F	21	30	25	35

Core lane location	9' Rt. ℄		9' Lt. ℄		9' Lt. ℄		10' Rt. ℄	
Bulk sp. gr., in place	2.38	2.34	2.35	2.35	2.40	2.40	2.52	2.50
Bulk sp. gr., recompacted	2.51	2.48	2.46	2.46	2.51	2.50	2.55	2.55
Per cent relative compaction	94.8	94.4	95.5	95.5	95.6	96.0	98.8	98.0
Per cent voids, in place	6.7	8.9	8.2	8.6	5.5	6.2	2.3	3.1
Per cent voids, recompacted	1.6	3.5	3.9	4.3	1.2	2.3	1.2	1.2

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

The above test results indicate satisfactory asphalt content, gradation, void content, compaction & reclaimed asphalt penetration.

John C. Jackson

A-2-b

Form 734—(Rev. 5-62)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - BITUMINOUS BASE

Project Arlington - Heppner Jct. (East Unit) Completed 1964

Highway

Contractor No. 6349

Submitted by

Source of Material

Sampled or inspected at

Sampled or inspected by

Laboratory No. 998509
Data Sheet No. A 630
Prefix 611-1988-910
Laboratory charge
Date received
Date reported
To be used Bituminous Base
Quantity represented

Sample No.	630-1-BB	630-2-OP	630-3-OP	630-4-BB
Station	227+08	246+96	365+56	426+03
Lane	E.B.	W.B.	W.B.	E.B.
Test pavement thickness	2.8"			3.6"
Overlay patch thickness	-			-
Gradation of Cores:				
Per cent ret. 1"	-	Original	Original	-
" " (¾" - 1/4")	34.6	pavement	pavement	38.7
" " (¼" - # 10)	27.4	Contract #3884	Contract 3884	25.9
" " (#10 - # 40)	17.1	Constructed	Constructed	15.9
" " (#40 - #200)	8.8	1954.	1954.	7.0
" " (Pass #200)	6.1			6.7
Asphalt Content, %	6.0			5.8
Reclaimed asphalt, Pen. @ 77° F	28			18
Core lane location	9' Rt. ℄		10' Rt. ℄	
Bulk sp. gr., in place	2.29	2.29	2.36	2.37
Bulk sp. gr., recompacted	2.46	2.46	2.47	2.49
Per cent relative compaction	93.1	93.1	95.5	95.2
Per cent voids, in place	10.9	11.2	8.2	8.1
Per cent voids, recompacted	4.3	4.6	3.9	3.5

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Test results indicate satisfactory asphalt content, void content & reclaimed asphalt penetration for a 1.8 CBE plant mixed bituminous base.

Jack C. Jackson

A-2-c

Form E-61—GM—6-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study E. Unit. Arlington-Heppner Jct.	Prefix No.	611-1988-910
Highway	Columbia River	County	Gilliam
Contractor	Rogers Const. Co. Contract No. 6349 (Completed 1964)	F. A. Project No.	
Submitted by	V. Moore	Date Reported	Dec. 26, 1973
		Laboratory Charges	$78.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	Rt. Sta. 400, M.P. 143.6		
		Sampled at	
To be used		Date received	March 1, 1972
Sampled by	Moore & Cochran	Quantity represented	
Date Sampled	Feb. 23, 1972		
Sample Number			

TEST RESULTS

Laboratory No. 996131 — Type of material Quarry Run Rock
Data Sheet No. A67765 — Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	17.46 - A -
Specific gravity (Le Chatelier) CA (Bulk)	2.76, SSD 2.83
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	1½ - ¾ = 0.69% ¾ - ⅜ = 0.74% ⅜ - # 4 = 2.03%
Plasticity index: Natural fines	%
Manufactured fines	%
Liquid limit: Natural fines	%
Manufactured fines	%
Fracture	%
Oregon degradation: Pass #20 / Height	14.75% / 0.4" (1) 15.96% / 0.5" (2)
Strength test, per cent of standard mortar: Compression	%
Organic Material, color plate No.	
Absorption	2.39 %

Review of Cont. #6349 records & the above test results indicate that the crushed aggregate base as constructed is of a 1.0 CBE quality.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Schwartz
Resident Engineer
District Engineer
X Region Geologist V. Moore
X Geology and Soils
X Files
X Boyle

John C. Jackson
Engineer of Materials

A-2-d

OREGON STATE HIGH[illegible] DIVISION
MATERIALS SE[illegible]ION

Lab[illegible]tory No. 20822
Dat[illegible] Sheet No. [illegible]
Prefix [illegible]
Amount Charge [illegible]
Date Received [illegible]
Date Reported Dec. 26, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need study

Project E. Unit Ashland - Hanaver Jct Mix Type-Class "B"-1/2
Contractor: Prime [illegible] Contract No. [illegible] Fed. Aid No. [illegible]
Paving [illegible] Completed: Oct 1, 1964
Engineer: Region [illegible] Resident [illegible]
Aggregate: Source E.B. [illegible] MP. 143.6 Col/Kiv Hwy Type [illegible]
Asphalt: Brand [illegible] Grade AC-12

MIX DESIGN PROPORTIONS:

Agg. Size	Combined			Comb. Agg. Dry Sieve	Gradation	RECOMMENDED MIX PROPORTIONS - test samples was ed by Rotarex Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
~~1 Comb.~~	[illegible]								
1									
¾									
½	12.1			12.9	12.8	12.1	12.3		
3/8									
¼	27.2			28.0	27.9	27.4	27.2		
4	9.3			10.0	9.9	9.4	9.4		
10	17.4			18.5	18.4	17.5	17.2		
40	15.4			16.6	16.5	15.7	15.5		
200	7.1			7.5	7.2	6.7	6.8		
P200	6.2			5.5	6.3	6.0	5.9		
~~No. Ave~~ AC	5.1								
Asphalt Content Including 0.2 Retention						5.1	6.0		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.53	2.55		
Mix Design % Voids @ 100% Compaction	3.9	1.9		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - [illegible]°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) [illegible]	4.0	4.5	5.0	5.5	6.0
" Film Thickness	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Stability Value @ 1st Compaction	47	47	43	44	44
Cohesion " " " "	218	400	377	460	420
Bulk Sp. Gravity @ 1st Compaction	2.402	2.441	2.462	2.483	2.476
Percent Voids " " "	9.7	5.4	5.3	3.3	3.2
Stability Value @ 2nd Compaction	53	52	42	55	48
Bulk Sp. Gravity @ 2nd Compaction	2.417	2.451	2.453	2.485	2.475
Percent Voids " " "	7.9	5.4	4.2	2.2	2.4
Real Gravity @ 0.0 Voids	2.629	[illegible]	[illegible]	[illegible]	[illegible]

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) [illegible]	4.0	5.0	6.0
Index of Ret. Str. (%)	81	89	94

The above test results, report #998509 (Page 1 & 2) and project records indicate that the asphaltic concrete as constructed in 1964 is of a 2.0 CBE quality.

FWHA
XConstruction
Maintenance
XRegional Engineer Schwartz
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist V. Moore
2XFiles
X Boyle

[illegible]
Engineer of Materials

A-2-e

OREGON STATE HIGH[illegible] DIVISION
MATERIALS SE[illegible]ON

Lab[illegible]tory No. 120823
Dat[illegible]Sheet No. 6276J
Prefix [illegible]
Amount Charge [illegible]
Date Received [illegible]
Date Reported Dec. 26, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Project E Unit Arlington - Hermiston Jct Mix Type-Class PM 3/4 (3/4-0)
Contractor: Prime Pippen Const Co. Contract No. [illegible] Fed. Aid No. I-[illegible]
Paving Same Completed: 1964
Engineer: Region A.E. Hansen Resident [illegible]
Aggregate: Source Private Quarry approx. Sta. 380± Type Dense Graded
Asphalt: Brand Douglas Grade AC-10

MIX DESIGN PROPORTIONS:

Agg. Size	Control No. 6349			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
% Comb.	Bit. Agg.								
1									9.2
¾				9.8	9.7				15.1
½	9.2			16.0	15.9				15.5
3/8	15.0			14.2	14.1				[illegible]
¼	13.2			[illegible]	9.3				17.2
4	8.3			19.3	19.6				14.3
10	17.6			16.7	16.8				5.2
40	15.8			7.6	6.5				6.7
200	7.1			[illegible]	7.1				
P200	5.0								5.0
Asphalt	6.3								

Asphalt Content Including 0.1 % Retention

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix type - Course				5.4%
Bulk Sp. Gravity @ 100% Compaction				6.1
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 85/100	4.0	5.0	6.0	7.0	
" Film Thickness	Dry Mix	Surface	Saturation	Bleeding	
Stability Value - 1st Compaction	43	40	41	42	
" " "	437	498	520	710	
Cohesion " " "	3.34	3.83	[illegible]	[illegible]	
Bulk Sp. Gravity - 1st Compaction	11.7	9.2	6.6	[illegible]	
Percent Voids " " "	54	50	43	7	
Stability Value - 2nd Compaction	2.42	2.44	2.50	2.54	
Bulk Sp. Gravity - 2nd Compaction	8.7	6.1	[illegible]	[illegible]	
Percent Voids " " "	2.15	2.62	[illegible]	2.56	
Real Gravity @ 0% Voids					

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Douglas 85/100	4.0	5.0	6.0	7.0
Index of Ret. Str. (%)	75	93	92	101

The above test results, report #998509 (Page 3) & files for Cont. #6349 indicate that PMBB as constructed in 1964 is of a 1.8 CBE quality.

FWHA
XConstruction
Maintenance
XRegional Engineer Schwartz
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist V. Moore
2XFiles
X Boyle

Engineer of Materials

A-2-f

Page _____

TRAFFIC ANALYSIS

SECTION: East Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (1963)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	125	2.3	288	207	450	93,150
3	55	2.3	127	91	1000	91,000
4	40	2.3	92	66	1250	82,500
5	455	2.3	1047	751	3180	2,388,180
6	5	2.3	12	9	2570	23,130
				1124	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,677,960

TWENTY YEAR EWL 53,559,200

TRAFFIC COEFFICIENT 10.8

Page _____

TRAFFIC ANALYSIS

SECTION: East Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (1963)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
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5	455	2.3	1047	751	3180	2,388,180
6	5	2.3	12	9	2570	23,130
				1124	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,677,960

ELEVEN YEAR EWL 29,457,560

TRAFFIC COEFFICIENT 10.1

East Unit, Arlington-Heppner Jct. Int.
Columbia River Highway (FAR 1)
Gilliam County

Mile Point	O.W.T.	I.W.T.
E.B. 144.15		0.011
	0.012	
	0.009	
		0.010
	0.008	
	0.010	
		0.008
	0.008	
	0.009	
		0.007
	0.007	
	0.009	
		0.010
	0.008	
	0.008	
		0.009
W.B. 143.00		0.010
	0.008	
	0.005	
		0.008
	0.007	
	0.009	
		0.009
	0.011	
	0.010	
		0.015
	0.009	
	0.010	
		0.009
	0.011	
	0.009	
		0.009
W.B. 140.75		0.015
	0.009	
	0.009	
		0.014
	0.011	
	0.012	
		0.011
	0.014	
	0.015	
		0.012
	0.012	
	0.013	
		0.010

Continued:

Mile Point	O.W.T.	I.W.T.
W.B. 140.75 Continued:	0.014	
	0.014	
		0.011
E.B. 140.40		0.015
	0.012	
	0.015	
		0.011
	0.015	
	0.009	
		0.011
	0.011	
	0.012	
		0.009
	0.012	
	0.011	
		0.010
	0.012	
	0.012	
		0.010

TRAFFIC ANALYSIS
1963 - 1983
TWENTY YEAR DESIGN PERIOD

SECTION: East Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (1963)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	125	2.3	288	207	38.25	7,917.75
3	55	2.3	127	91	81.76	7,440.16
4	40	2.3	92	66	105.30	6,949.80
5	455	2.3	1047	751	257.76	193,577.76
6	5	2.3	12	9	213.96	1,925.64
				1124	TOTAL	

18 kip s.a./day 596.743

TOTAL AVERAGE ANNUAL 18 kip s.a. 217,811.11

TWENTY YEAR 18 kip s.a. 4,356,222

RATIO 12.295

TRAFFIC ANALYSIS

1964-1967

OPENING YEAR TO YEAR PAVEMENT REACHED P_t=2.5

SECTION: East Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (19 63)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1964	EXPANSION FACTOR	TOTAL TADT 1967	MEAN TADT 1964-1967	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	133		158	146	38.25	5,584.50
3	59		69	64	81.76	5,232.64
4	43		50	47	105.30	4,949.10
5	485		573	529	257.76	136,355.04
6	5		6	6	213.96	1,283.76
				792	TOTAL	

420.288 18 kip s.a./day

153,405.04 (1964-1967) TOTAL AVERAGE ANNUAL 18 kip s.a.

460.215 Total (1964-1967) ~~TWENTY~~ THREE YEAR 18 kip s.a.

RATIO

A-5-a

TRAFFIC ANALYSIS
1964-1983
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: East Unit, Arlington-Heppner Jct. Int.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam

3050 Present ADT (1963)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1964	EXPANSION FACTOR	TOTAL TADT 1983	MEAN TADT 1964-1983	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	133		288	211	38.25	8,070.75
3	59		127	93	81.76	7,603.68
4	43		92	68	105.30	7,160.40
5	485		1047	766	257.76	197,444.16
6	5		12	9	213.96	1,925.64
				1147 TOTAL		

18 kip s.a./day

608.780

(1964-1983) TOTAL AVERAGE ANNUAL 18 kip s.a. 222,204.63

Total (1964-1983) ~~TWENTY~~ NINETEEN YEAR 18 kip s.a. 4,221,888

RATIO

A-5-b

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 25, 1974

TO Victor D. Wolfe, Location Engineer

FROM J. W. Fields for C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
Willow Creek-Airport Road
Columbia River Highway (FAR 1)
Morrow County

Following is a report on the evaluation of the pavement structural section from Station 641+50± to Station 1102+00± of the subject project. Grading and paving was completed under three contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Asphaltic Concrete (1965)	CBE = 2.0"
Plant Mixed Bituminous Base (1965)	CBE = 1.7"
Aggregate Base (1965)	CBE = 1.0"
Asphaltic Concrete (1951)	CBE = 2.0"
Aggregate Base (1951)	CBE = 1.0"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections and "Project Base Design", A-1 and A-1-a; Laboratory reports and letters, A-2 through A-2-d; and Traffic Analysis sheets, A-3 and A-3-a.

The "As Constructed" Typical Section for the Willow Creek-Boardman project is not available. The paving on this section was completed in 1951.

The East Bound section shown below had stone subbase material as part of the structural section. No record of the source location or test results of the stone subbase has been found. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil. A minimum thickness for the Traffic Classification was also used for the West Bound lanes.

WB Station 641+50± to Station 1102+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.7 (1963-1983)
CBE Requirement	25.0"
Constructed CBE	26.5"
Total underdesign	- - -
Asphaltic Concrete Overlay Required	- - -

EB Station 641+50± to Station 1102+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.7 (1963-1983)
CBE Requirement	25.0"
Constructed CBE	19.0"
Total underdesign	6.0"
Asphaltic Concrete Overlay Required	3.0"

Deflection Method

The overlay thickness required by deflection measurements is shown below, and a summary of the tests is attached, A-4 through A-4-a.

Station 641+50± to Station 1102+00±

Average Deflection	= 0.012
Evaluated (80%) O.W.T.	= 0.014
1973-1983 Traffic Coefficient	= 10.0
Eleven Year E.W.L. (Remainder of design period)	= 28,041,970
Tolerable Deflection	= 0.010
Percent Reduction Required	= 28.6
Crushed Base Equivalent Required	= 2.5"
Asphaltic Concrete Overlay Required	= 1.25" or 1.5"

No condition survey was made on this section, so analysis by this method has been omitted.

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-5 through A-5-b.

Station 641+50± to Station 1102+00±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1965 - Year opened to traffic
1973 - Year pavement reached P_t = 2.5 (Based on visual observation of the present condition)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and 18 kip Traffic Analysis Sheets.

1965-1973 (Year of opening to year pavement reached P_t = 2.5)
Average Daily 18 kip Loads = 486.1
Total 18 kip Loads (1965-1973) = 1,419,503

From AASHO Chart 400-2, P_t = 2.5
SN Supplied = 3.04

1965-1983 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 589.3
Total 18 kip Loads (1965-1 3,871,445

From AASHO Chart 400-1, P_t = .0
SN Required = 3.31

SN Required = 3.31
SN Supplied (Opening to 1973) = 3.04
SN To be added = 0.27

CBE Required = 0.27/0.14 = 1.93"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (1.93") = 0.97" say 1.0"

Recommendations

The data presented above indicates that a minimum of two inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place two inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

CJG:af

Willow Creek-Airport Road
Columbia River Highway (FAR 1)
Morrow County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Section, 1965	A-1
Base Design, 1963	A-1-a
Laboratory Letters	A-2 and A-2-a
Laboratory Reports (Core Tests)	A-2-b, A-2-c, A-2-d, and A-2-e
Laboratory Reports (Aggregate)	A-2-f and A-2-g
Laboratory Reports (Mix Design)	A-2-h, A-2-i, and A-2-j
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4 and A-4-a
Traffic Analysis for "Williams Method"	A-5, A-5-a, and A-5-b

HEPPNER JCT. INT. (Cont.* 6290)
Date of Award: 8-11-63
Date of Completion: 9-11-64

WEST UNIT, ARLINGTON-HEPPNER JCT. (Cont.* 6291)
Date of Award: 7-18-63
Date of Compl: 8-7-64

EAST UNIT, ARLINGTON-HEPPNER JCT. (Cont.* 6389)
Date of Award: 10-18-63
Date of Completion: 10-24-64

ARLINGTON - HEPPNER JCT. (Cont.* 3884)
Date of Award: 3-4-53 Date of Completion: 6-15-54

WEST Bound

STATIONS → 100 200 300 400 500 600

EAST Bound

Approx. Mile Points → 137.55 ± 139.08 ± 145.3 ± 146.3 ± 148.

COLOR KEY

ORIGINAL SURFACE ("NEW" WORK)

OVERLAID SURFACE

AR

PRINTED

EFFECT CROSS SECTION
NO. 10 — ONE INCH
KEUFFEL & ESSER CO.

WILLOW CREEK SECTION (Cont.# 6749, W.B. Lanes Only)
Date of Award: 11-24-65. Date of Completion: 8-3-66
Shoulder Area width to limits of Overlay done on Cont.
#7099, Awarded 6-26-70, Completed 11-12-71.

BOARDMAN...
(Cont.# 575...
Date of Comp...

WILLOW CREEK-AIRPORT ROAD
(Cont.# 6372) Date Awarded: 12-18-63
Date of Completion: 5-27-65

AIRPORT ROAD-IRR...
Date of Award: 2-11-...

WILLOW CREEK-BOARDMAN (Cont.# 3516) (Paving)
Date of Award: 5-24-51 Date of Completion: 11-19-51

(Cont.# 3886)
...on: 6-12-54

NORTH SIDE

Concrete Pvt.

Asphalt Pvt.

Concrete Pvt.

Asphalt Pvt.

Concrete Pvt.

Asphalt Pvt.

BOARDMAN JCT. - IRRIGON SECT.
(Cont. # 5725) Date of Award: 8-1-61
Date of Completion: 9-14-62

AIRPORT ROAD - IRRIGON JCT. (Cont. # 5708)
Date of Award: 2-11-64 Date of Compl.: 8-23-65

BOARDMAN - UMATILLA CO. LINE

(Cont. # 5716) (Paving)
Date of Completion: 11-19-57

1000 1100 1200 1300 1400 1500 200 300

M.P. EQUA.

RIGON JCT.

= 10,000'

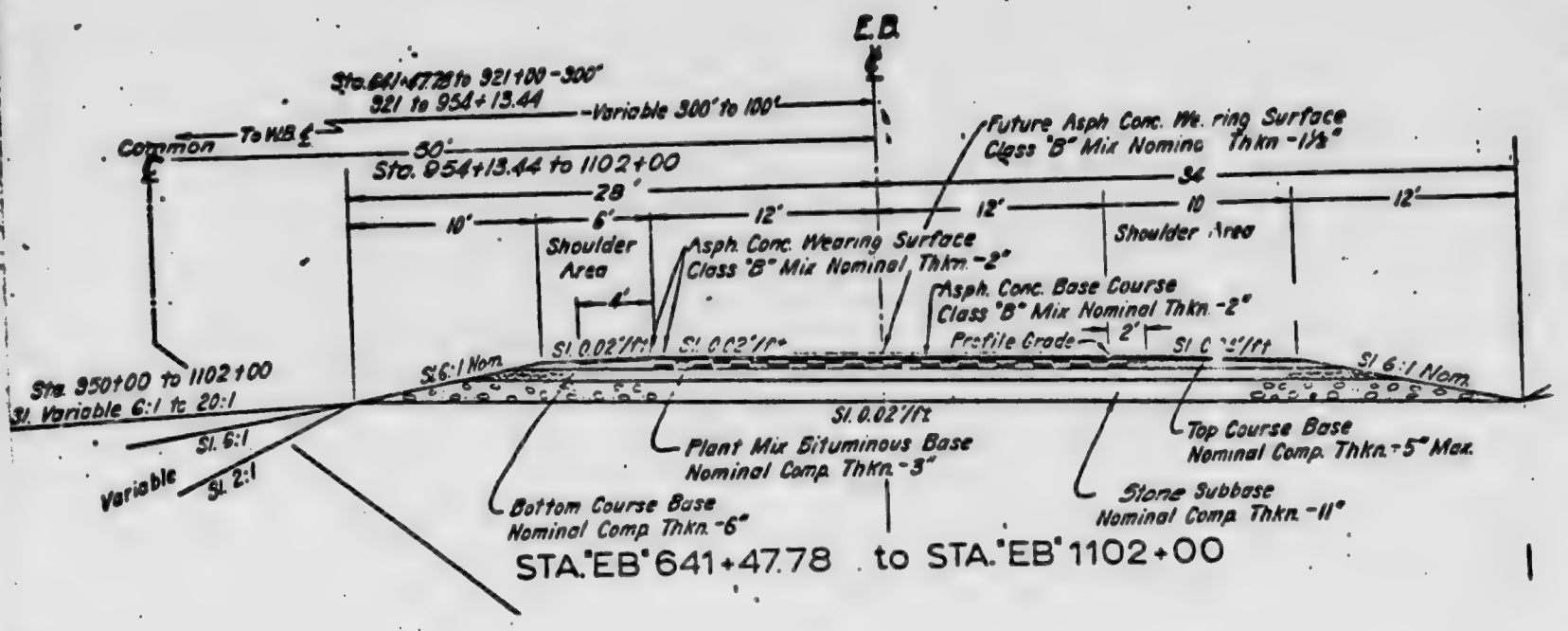
(1)

8V-40

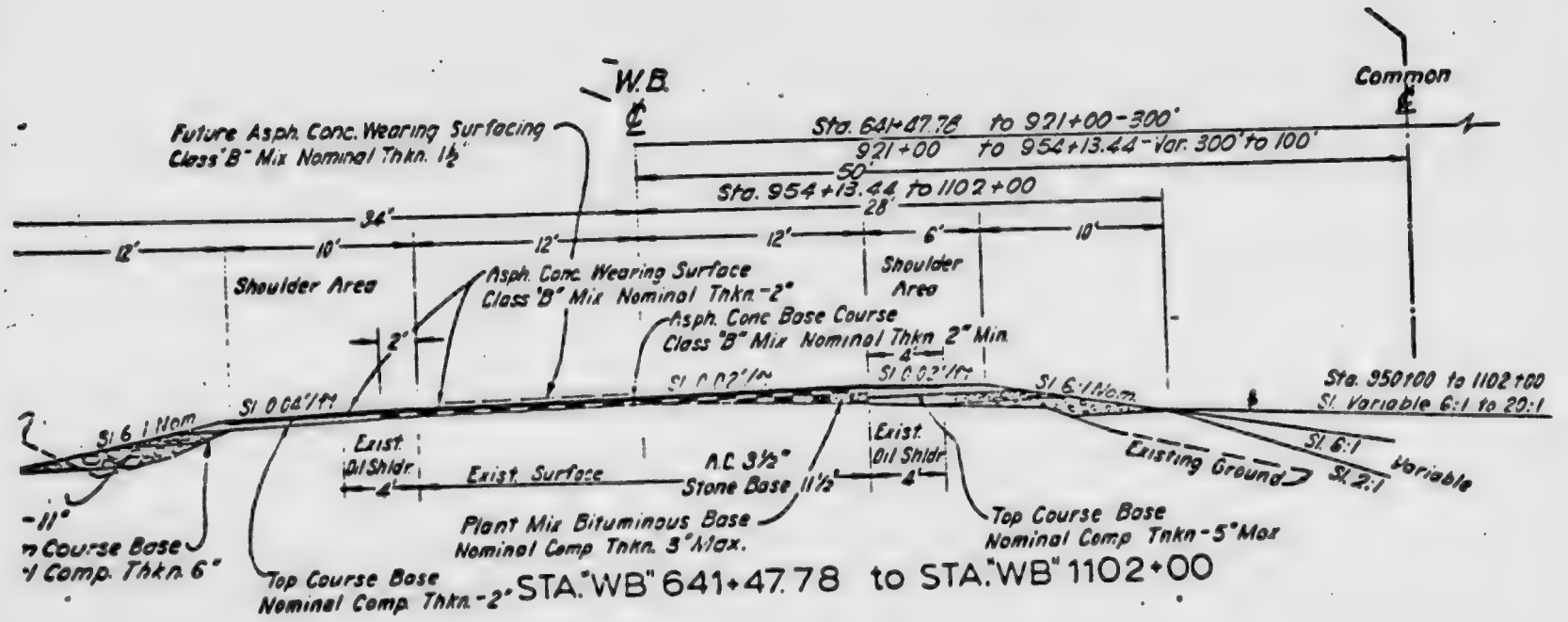
WILLOW CREEK-AIRPORT ROAD SEC. COLUMBIA RIVER HIGHWAY MORROW COUNTY				SHEET NO. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		

Revised 12-30-63 Temp.Conn. Sta Corrected

REVISED AS CONSTRUCTED 8/16/65 CONTRACT 6-172



STA. "EB" 641+47.78 to STA. "EB" 1102+00



STA. "WB" 641+47.78 to STA. "WB" 1102+00

A-1

ALTERNATE — REVISED

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

ALTERNATE — REVISED

Section Willow Creek - HEPPNER JCT - AIRPORT ROAD (Approx.) Highway COLUMBIA RIVER (FA 1) County GILLIAM & MORROW Prefix 611-1455

Des. Engr. Length of Project 8.7± Miles. Sta. 6404 to Sta. 1100± Date 8-8-63

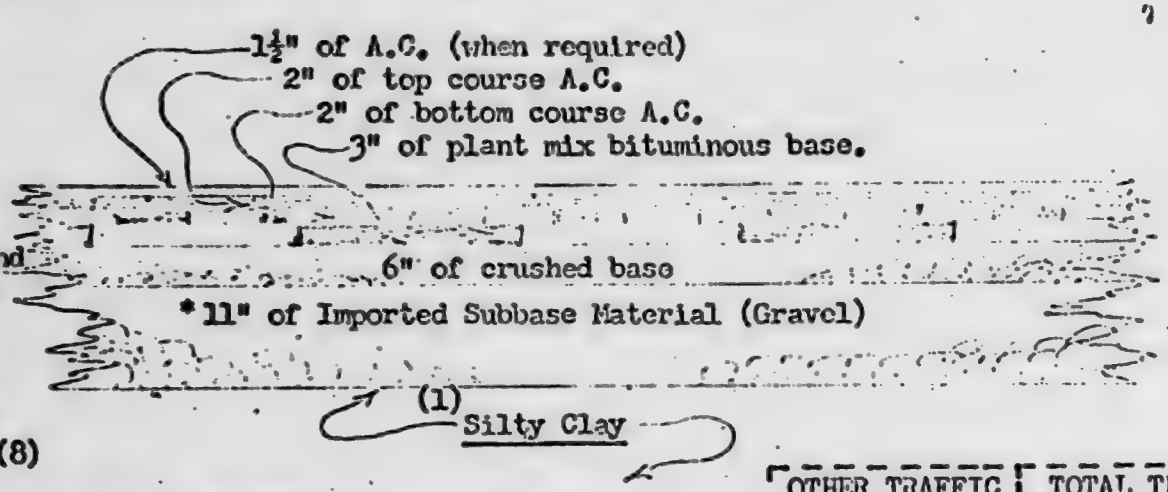
Frost Penetration - 14"-18" TYPICAL SECTIONS **Traffic Classif. - VERY HEAVY**

(1)

Typical Soil

43	LL
9	PI
72	% P200
3	% Gravel
7	% Coarse Sand
18	% Fine Sand
41	% Silt
31	% Clay
18	"R" Value (Corrected)

AASHO Classif. - A-5 (8)


1½" of A.C. (when required)
2" of top course A.C.
2" of bottom course A.C.
3" of plant mix bituminous base.
6" of crushed base
*11" of Imported Subbase Material (Gravel)
(1) Silty Clay

IMPORTED SUBBASE REQUIREMENTS	
100%	P 4" Sieve
25-70%	P ¼" Sieve
0-8%	P 200 Sieve
25	Sand Equivalent (Minimum)

Note:
4" 2" minimum A.C. overlay where existing roadway is utilized.

OTHER TRAFFIC CLASSIF.	TOTAL THICKNESS REQUIREMENTS
HEAVY	21"
MED. HEAVY	17½"
MEDIUM	15"
LIGHT	11½"

Interstate Required Base & Wear		Designed Base			
Crushed	Not Crushed	Exist. Surf. Allow.	New Work		
			4		
			3	B	
			6	Cr Bas	
			11	I.S.M.	
24			24	PRESENT	
	Future		1½	A.C.	
			25½	FUTURE TOTAL	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Revised Project Base Design submitted to recommend the use of Plant Mix Bituminous Base. The material in this area is generally good, but zones of poor material will be encountered and should be upgraded.

cc B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer — 2D Div. Supt
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer — 11-19-63

4-1-2

Submitted by [signature] Staff Assistant

Recommended by [signature] Construction Engineer

Recommended by

Approved by [signature] Engineer of Materials
ASSISTANT Deputy State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 22, 1974

TO Victor D. Wolfe
Location Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Interstate Overlay Need Study
Willow Creek-Boardman Section
of I-80N

Attached are test reports #74-1349, #74-1474, and 74-1616 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1951 on subject project. Review of our files for Contract No. 3516 and test results for the recently sampled pavement and pit run aggregate indicate a 1.0 CBE crushed aggregate base and a 2.0 CBE asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
W. E. Schwartz
C. J. Gregg
G. E. Boyle

FORM S-301

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 22, 1974

TO Victor D. Wolfe
Location Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Interstate Overlay Need Study
Willow Cr.-Airport Road
Section of I-80N

Attached are test reports 999464, 998511, 73-20815, and 73-20817 which contain crushed base equivalent values (CBE) for stone base, plant mixed bituminous base and asphalt concrete, as constructed in 1965 on subject project. Review of our files for Contract No. 6372 and test results for the recently sampled pavement and pit run aggregate indicate a 1.0 CBE crushed aggregate base, and a 1.7 CBE plant mix bituminous base, and a 2.0 CBE asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
W. E. Schwartz
C. J. Gregg
G. E. Boyle

A-2-a

Form 734—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
PAVEMENT EVALUATION
CORE TEST DATA-ORIGINAL PAVEMENT

Laboratory No. 74-1616
Data Sheet No. A 632
Prefix 625-1951-910
Laboratory charge $314.00

Project Willow Creek - Boardman
Highway Old Oregon Trail
Contractor Peter Kiewit Sons' Co. Completed 1951 No. 3516
Submitted by Vern Moore
Source of Material Roadway Sta. 847 WB, 1001 WB, 736+50 EB, & 958+50 EB
Sampled or inspected at
Sampled or inspected by Clint Smithe
To be used Top & Base Asphaltic Concrete
Quantity represented

Date received May 4, 1972
Date reported Feb. 22, 1974

Sample No.	632-1-Top	632-1-Base	632-4-Top	632-4-Base
Station	341+97	341+97	1001+41	1001+41
Lane	WB 9' Lt.	WB 9' Lt.	WB 9' Lt.	WB 9' Lt.
Test pavement thickness	3.7"	0.7"	1.4"	1.8"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"				
" " (¾" - 1/4")	34.3	39.4	35.6	36.6
" " (¼" - # 10)	24.9	23.8	26.1	26.6
" " (#10 - # 40)	13.7	11.2	12.3	13.9
" " (#40 - #200)	15.8	15.8	15.0	12.9
" " (Pass #200)	5.3	4.2	4.9	4.5
Asphalt Content, %	6.0	5.6	6.1	5.5
Reclaimed asphalt, Pen. @ 77° F	28	30	30	29
Core lane location				
Bulk sp. gr., in place	2.46 2.42	2.42 2.41	2.44 2.44	2.43 2.43
Bulk sp. gr., recompacted	2.50 2.48	2.47 2.46	2.50 2.50	2.50 2.50
Per cent relative compaction	98.4 97.6	97.8 98.0	97.6 97.6	97.2 97.2
Per cent voids, in place	3.5 5.1	5.8 5.8	4.3 4.3	5.4 6.2
Per cent voids, recompacted	2.0 2.7	3.9 3.9	2.0 2.0	2.7 3.5

REPORT TO:

- ☐ F.H.W.A.
- X Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X Region Engineer Schwartz
- ☐ Resident Engineer
- ☐ District Engineer
- X Files
- X V. Moore
- X Boyle

The above test results indicate a 2.0 CBE quality asphaltic concrete pavement as constructed in 1951.

John C. Jackson
A-2-b

Form D-90—Gen. 6-71)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 998511
Data Sheet No. A 632
Prefix 625-1951-910
Laboratory charge $676.00

PAVEMENT EVALUATION - CORE TEST DATA - WEARING COARSE

Project Willow Creek - Airport Road
Highway Old Oregon Trail
Contractor Western Const. Co. Completed 1965 No. 6372
Submitted by Vern Moore
Source of Material Roadway Sta. 842 WB, 1001 WB, 736+50 EB & 958+50 EB
Sampled or inspected at
Sampled or inspected by Clint Smithe

Date received May 4, 1972
Date reported Feb. 22, 1974
To be used Asphaltic Concrete
Quantity represented

Sample No.	632-1-Top	632-2-Top	632-3-Top	632-4-Top
Station	341+97	736+50	958+05	1001+41
Lane	WB 9' Lt.	EB 9' Rt.	EB 9' Rt.	WB 9' Lt.
Test pavement thickness	2.0"	1.8"	1.5"	2.2"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"				
" " (¾" - 1/4")	39.3	42.7	37.5	42.5
" " (¼" - # 10)	22.9	23.9	24.9	21.5
" " (#10 - # 40)	11.9	10.3	15.1	12.1
" " (#40 - #200)	14.3	12.0	10.5	14.0
" " (Pass #200)	6.3	5.6	6.5	4.6
Asphalt Content, %	5.3	5.5	5.5	5.3
Reclaimed asphalt, Pen. @ 77° F	20	14	17	17
Core lane location				
Bulk sp. gr., in place	2.44 2.44	2.42 2.42	2.39 2.40	2.44 2.39
Bulk sp. gr., recompacted	2.51 2.50	2.49 2.48	2.49 2.49	2.50 2.47
Per cent relative compaction	97.2 97.6	97.2 97.6	96.0 96.4	97.6 96.8
Per cent voids, in place	3.9 3.6	4.7 4.3	5.9 5.5	3.9 5.9
Per cent voids, recompacted	1.2 1.2	2.0 2.0	2.0 2.0	1.6 2.8

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ ☐ Maintenance Engineer
- ☐ ☐ Bridge Engineer
- X ☐ Region Engineer Schwartz
- ☐ ☐ Resident Engineer
- ☐ ☐ District Engineer
- X ☐ Files
- X V. Moore
- X Geology & Soils
- X Boyle

The above test results indicate a 2.0 CBE asphaltic concrete.

Joseph C. Jenkins

A-2-c

Form 5-65—Corr. 5-70

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
PAVEMENT EVALUATION
CORE TEST DATA - BASE COURSE

Laboratory No. 998511
Data Sheet No. A 632
Prefix 625-1951-910
Laboratory charge

Project Willow Creek - Airport Road
Highway
Contractor No.
Submitted by
Source of Material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Date received May 4, 1972
Date reported

Sample No.	632-1-Base	632-2-Base	632-3-ase	632-4-Base
Station	341+97	736+50	958+0	1001+41
Lane	WB 9' Lt.	EB 9' Rt.	EB 9' t.	WB 9' Lt.
Test pavement thickness	2.6"	2.3"	2.0"	2.4"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"				
" " (¾" - 1/4")	37.8	35.9	39.2	42.1
" " (¼" - # 10)	24.5	25.5	21.1	21.8
" " (#10 - # 40)	12.1	12.4	12.8	10.5
" " (#40 - #200)	14.2	14.5	15.8	13.9
" " (Pass #200)	5.4	6.0	5.1	5.8
Asphalt Content, %	6.0	5.7	6.0	5.9
Reclaimed asphalt, Pen. @ 77° F	27	34	37	24

Core lane location								
Bulk sp. gr., in place	2.42	2.43	2.42	2.40	2.42	-	2.42	2.41
Bulk sp. gr., recompacted	2.50	2.50	2.50	2.50	2.50	-	2.51	2.50
Per cent relative compaction	96.8	97.2	96.8	96.0	96.8	-	96.4	96.4
Per cent voids, in place	4.0	3.6	4.3	4.8	3.6	-	4.3	4.4
Per cent voids, recompacted	0.8	0.8	1.2	0.9	0.4	-	0.8	0.8

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

The above test results indicate a 2.0 CBE asphaltic concrete.

A-2-d

Form 734—Rev. 1-49

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
PAVEMENT EVALUATION
CORE TEST DATA - BITUMINOUS BASE

Laboratory No. 998511
Data Sheet No. A 632
Prefix 625-1951-910
Laboratory charge

Project Willow Creek - Airport Rd.
Highway
Contractor No.
Submitted by
Source of Material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Date received
Date reported

Sample No.	632 - 2 - 88	632 - 3 - 88
Station	736+50	958+09
Lane	EB 9' Rt.	EB 9' Rt.
Test pavement thickness	2.5"	3.4"
Overlay patch thickness	-	-
Gradation of Cores:		
Per cent ret. 1"	13.8	18.1
" " (¾" - 1/4")	41.1	40.2
" " (¼" - # 10)	12.8	11.8
" " (#10 - # 40)	8.0	6.5
" " (#40 - #200)	16.2	15.4
" " (Pass #200)	4.0	4.4
Asphalt Content, %	4.1	3.6
Reclaimed asphalt, Pen. @ 77° F	17	-
Core lane location		
Bulk sp. gr., in place	2.43 2.41	* *
Bulk sp. gr., recompacted	2.48 2.47	
Per cent relative compaction	98.0 97.6	
Per cent voids, in place	5.4 6.2	
Per cent voids, recompacted	3.5 3.9	

* Samples damaged, unable to test.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

The above test results indicate a PMBB of 1.7 CBE quality. Asphalt content ranges from 0.9 to 1.4% less than current design.

A-2-e

Form 2-61-324-6-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Interstate Overlay Need Study

Project	Willow Creek - Boardman			Prefix No.	625-1951-910
Highway	Columbia River			County	Morrow
Contractor	Peter Kiewit Sons'		Contract No. 3516	F. A. Project No.	
Submitted by	M. M. Stump		Completed 1951	Date Reported	Feb. 22, 1974
				Laboratory Charges	$10.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Columbia River, 6 Mile Gravel Bar	Sampled at	
To be used	Base & A/C	Date received	April 4, 1972
Sampled by	V. Moore & G. Cochran	Quantity represented	
Date Sampled			
Sample Number			

TEST RESULTS

Laboratory No. 74-1474 — Type of material Pit Run Gravel

Data Sheet No. AS7844 — Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	4	4	
2	15	19	
1½	14	33	
1	20	53	
¾	7	60	
½	6	66	
3/8	4	70	
¼	4	74	
4	2	76	
10	4	80	
40	5	85	
80	6	91	
200	6	97	
P200	2.9	2.9	
-11 P200		3.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	14.88	- A -
Specific gravity (Le Chatelier) (Bulk) 2.74, SSD 2.78		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss 1 1½-3/4 = 1.45		
3/4-3/8 = 2.53		
3/8-# 4 = 4.07		
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	58	
Oregon degradation: Pass No. 20	17.08	%
Height	0.7	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorption	1.32	%

Material as represented by this sample (does) (does not) comply with specifications.

Review of Contract No. 3516 and the above test results indicate a 1.0 CBR crushed aggregate base material constructed in 1951 from the material represented.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Schwartz
Resident Engineer
District Engineer
X Region Geologist V. Moore
X Geology and Soils
X Files
X Boyle

SP-00013-734

J. C. Gulstrom

Engineer of Materials

A-2-f

Form 5-61-684-6-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Willow Creek - Airport Road Interstate Overlay Need Study			Prefix No.	625-1951-910
Highway	Columbia River			County	Morrow
Contractor	Western Const. Co.	Contract No.	6372	F. A. Project No.	
Submitted by	M. M. Stump	Completed	1965	Date Reported	Feb. 22, 1974
				Laboratory Charges	587.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Columbia River, 6 Mile Gravel Bar		
	Sampled at		
To be used	Base & A/C	Date received	April 18, 1972
Sampled by	Moore & Cochran	Quantity represented	
Date Sampled			
Sample Number			

TEST RESULTS

Laboratory No.	999464	Type of material	Pit run gravel
Data Sheet No.	A67844	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	4	4	
2	15	19	
1½	14	33	
1	20	53	
¾	7	60	
½	6	66	
3/8	4	70	
¼	4	74	
4	2	76	
10	4	80	
40	5	85	
80	6	91	
200	6	97	
P200	2.9	2.9	
[-11] P200		3.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	14.88	- A -
Specific gravity (Le Chatelier) (Bulk)	2.74, SSD 2.78	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss 1½-3/4	= 1.45	
3/4-3/8	= 2.53	
3/8-# 4	= 4.07	
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	58	
Oregon degradation: Pass No. 20	17.08	%
Height	0.7	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorption	1.32	%

Material as represented by this sample (does) (does not) comply with specifications.

Review of Cont. #6372 records & the above test results indicate a 1.0 CBE crushed aggregate base as constructed in 1965 from the material represented.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Schwartz
Resident Engineer
District Engineer
X Region Geologist V. Moore
X Geology and Soils
X Files
X Boyle

SP*66015-734

Engineer of Materials

A-2-g

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. M-1319
Date Sheet No. 67522
Prefix 625-1.0(5)1
Amount Charge .10
Date Received 2/12/74
Date Reported Feb. 22, 1974

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Project Willow Cr.—Boardman Mix Type-Class 2" D.F.
Contractor: Prime Contract No. 3516 Fed. Aid No.
Paving Completed 1951
Engineer: Region Gridley Resident
Aggregate: Source Semi-mechanical Bar, (Columbia River) Type Gravel
Asphalt: Brand Douglas Grade AC-20

MIX DESIGN PROPORTIONS: Cont. #3516 Design =72-20% +0.1% Cont. =6372

Agg. Size	Contract #3372			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
% Comb.									
1									
¾									
½	14.1			14.5	14.2	13.4	13.4		
3/8				14.3	14.5	13.7	13.-		
¼	27.7			14.8	14.5	13.7	13.-		
4	8.4			8.9	8.7	8.3	8.2		
10	14.9			15.4	15.1	14.-	14.2		
40	11.0			11.7	11.5	11.-	11.0		
200	14.3			15.1	16.1	15.3	15.9		
P200	4.2			4.3	4.3	4.2	4.1		
Asphalt	5.5								
Asphalt Content Including 0.1 Retention						5.1	5.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 125% Compaction	2.53	2.54		
Mix Design % Voids @ 100% Compaction	2.4	1.-		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Design 6372	5.5	6.0	6.5	7.0	7.5
" Film Thickness	0.Dec	Dec	Dec	Dec	Dec
Stability Value @ 1st Compaction	541	47	44	43	42
Cohesion " " " "	208	240	293	271	265
Bulk Sp. Gravity @ 1st Compaction	2.42	2.49	2.49	2.48	2.50
Percent Voids " "	8.7	7.2	6.7	6.2	6.7
Stability Value @ 2nd Compaction	62	62	62	58	54
Bulk Sp. Gravity @ 2nd Compaction	2.44	2.48	2.50	2.50	2.50
Percent Voids " " "	7.2	5.9	5.2	5.0	4.8
Real Gravity @ 0% Voids	2.63	2.63	2.64	2.63	2.63

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Design 6372	5.5	6.0	6.5
Index of Ret. Str. (%)	84	88	100+

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist V. Moore
2X Files
X Boyle

Based on Cont. #3516 records, report #74-1616, and the above test results indicate a 2.0 CDE quality pavement as constructed in 1951.

Engineer of Materials

A-2-h

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. 73-2016
Data Sheet No. 67244
Prefix 625-1951
Amount Charge 1442 -
Date Received 2-16-76
Date Reported 2-22-76

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Project Willow Cr.-Airport Rd. Mix Type-Class "B" 1/2
Contractor: Prime Earl L. McNeil Co. Contract No. 6372 Fed. Aid No.
Paving Western Const. Co. Completed 1965
Engineer: Region A.F. Parsons Resident G.D. Hiatt
Aggregate: Source Boise Gravel Bar, Columbia River Type Gravel
Asphalt: Brand Douglas Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6372			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
~~Comb.~~	~~Est. Avg.~~								
1									
¾									
½	14.1			14.5	14.2	13.4	13.4		
3/8				14.0	14.5	13.7	13.6		
¼	27.7			14.6	14.5	13.7	13.5		
4	8.4			8.9	8.7	8.5	8.2		
10	14.8			15.7	15.6	14.7	14.8		
40	11.0			11.7	11.6	11.1	11.0		
200	14.3			15.1	16.6	15.3	15.8		
#200	4.2			4.3	4.3	4.2	4.1		
~~No. Anv.~~	5.5								
Asphalt Content Including 0.1 Retention						5.1	5.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.52	2.54		
Mix Design % Voids @ 100% Compaction	2.4	1.2		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 60/70	3.5	4.0	4.5	5.0	5.5
" Film Thickness	V. Dry	Dry	Dry	Drippy	Sopp
Stability Value @ 1st Compaction	39	47	44	42	40
Cohesion " " "	228	260	292	312	335
Bulk Sp. Gravity @ 1st Compaction	2.47	2.48	2.49	2.48	2.50
Percent Voids " " "	8.7	7.2	5.7	4.2	2.7
Stability Value @ 2nd Compaction	42	62	62	59	55
Bulk Sp. Gravity @ 2nd Compaction	2.49	2.53	2.55	2.52	2.54
Percent Voids " " "	7.2	5.7	4.2	3.2	1.2
Real Gravity @ 0% Voids	2.685	2.683	2.681	2.607	2.57

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas 60/70	3.5	4.5	5.5
Index of Ret. Str. (%)	34	28	100+

FWHA
X Construction
Maintenance
X Regional Engineer Schwartz
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist V. Moore
2X Files
X Boyle

Based on Contract #6372 records, Report #998511 (Page 1 & 2) & the above test results indicate a 2.0 CBE quality asphaltic concrete pavement as constructed in 1965.

Engineer of Materials

A-2-e

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. 73-20917
Data Sheet No. 67847
Prefix 625-1051
Amount Charge 1.00
Date Received 4/4/72
Date Reported Feb. 22 1974

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Project Willow Cr. - Quart Rd. Mix Type-Class PMBB (1"-0)
Contractor: Prime Earl M. McNiff Co. Contract No. 6372 Fed. Aid No.
Paving Western Const. Co. Completed - 1965
Engineer: Region A. F. Parsons Resident C.D. Hiatt
Aggregate: Source Lamb Canyon Pit, Columbia River Type Gravel
Asphalt: Brand Douglas Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6372			Comb. Agg. Dry Sieve	Gradation	RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex			
~~% Comb.~~	B.t. Agg.					Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1	17.1								
¾	11.0			25.4	24.9				23.5
½	16.7			16.2	15.4				15.1
3/8				9.8	9.6				9.1
¼	14.9			9.8	9.6				9.1
4	3.9			4.0	3.4				3.7
10	6.7			6.9	6.8				6.5
40	6.3			6.7	6.6				6.3
200	16.2			17.1	18.7				17.3
P200	3.9			4.1	4.1				3.7
~~Natural~~ F/C	3.6								
Asphalt Content Including 0.0 %Retention									5.0

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				2.50
Mix Design % Voids @ 100% Compaction				3.1

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 60/70	3.0	4.0	5.0	6.0	
" Film Thickness	V. Dry	Dry	Dry-Satis.	Satis.	
Stability Value @ 1st Compaction	43	51	95	22	
Cohesion " " "	42	97	310	340	
Bulk Sp. Gravity @ 1st Compaction	2.38	2.42	2.46	2.48	
Percent Voids " "	10.5	7.6	4.7	2.9	
Stability Value @ 2nd Compaction	62	62	58	11	
Bulk Sp. Gravity @ 2nd Compaction	2.42	2.43	2.50	2.51	
Percent Voids " "	9.0	6.1	3.1	1.2	
Real Gravity @ 0% Voids	2.66	2.62	2.58	2.54	

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Douglas 60/70	3.0	4.0	5.0	6.0
Index of Ret. Str. (%)	50	88	101+	100+

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist V. Moore
2X Files
X Boyle

Based on Cont. #6372 records, Report #998511 (Page 3) & the above test results, the PMBB as constructed in 1965 is of a 1.7 CBE quality. Asphalt content of the mix averages 1.0% less than the current design.

Engineer of Materials

A-2-f

TRAFFIC ANALYSIS

SECTION: Willow Creek-Airport Rd.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3000 Present ADT (1963)

22.9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	2.13	277	204	450	91,800
3	60	2.13	128	94	1000	94,000
4	40	2.13	85	63	1250	78,750
5	455	2.13	969	712	3180	2,264,160
6	5	2.13	11	8	2570	20,560
				1081	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,549,270

TWENTY YEAR EWL 50,985,400

TRAFFIC COEFFICIENT 10.7

Page _____

TRAFFIC ANALYSIS

SECTION: Willow Creek-Airport Road

HIGHWAY: Columbia River (FAR 1)

COUNTY: Gilliam and Morrow

3000 Present ADT (1963)

22.9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	2.13	277	204	450	91,800
3	60	2.13	128	94	1000	94,000
4	40	2.13	85	63	1250	78,750
5	455	2.13	969	712	3180	2,264,160
6	5	2.13	11	8	2570	20,560
				1081	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,549,270

ELEVEN
~~TWENTY~~ YEAR EWL 28,041,970

TRAFFIC COEFFICIENT 10.0

A-3-a

Willow Creek-Airport Road
Columbia River Highway (FAR 1)
Gilliam and Morrow Counties

Mile Point	O.W.T.	I.W.T.
W.B. 155.0	0.018	0.012
	0.017	
	0.016	0.009
	0.017	
	0.013	0.010
	0.017	
	0.015	0.009
	0.016	
	0.010	0.012
	0.010	
E.B. 154.2		0.010
	0.012	0.011
	0.013	
	0.011	0.013
	0.015	
	0.013	0.013
	0.011	
	0.011	
	0.010	0.013
	0.011	
	0.011	0.013
	0.014	
W.B. 152.0		0.016
	0.010	0.009
	0.013	
	0.011	0.011
	0.012	
	0.010	0.010
	0.011	
	0.012	0.012
	0.011	
		0.010

Continued:

Mile Point	O.W.T.	I.W.T.
W.B. 152.0 Continued:	0.014	
	0.011	
		0.009
E.B. 150.0		0.008
	0.010	
	0.011	
		0.010
	0.011	
	0.012	
		0.010
	0.011	
	0.009	
		0.011
	0.012	
	0.010	
		0.010
	0.012	
	0.009	
		0.011

TRAFFIC ANALYSIS
1963 -1983
TWENTY YEAR DESIGN PERIOD

SECTION: Willow Creek-Airport Road

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3000 Present ADT (19 63)

22.9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	130	2.13	277	204	38.25	7,803.00
3	60	2.13	128	94	81.76	7,685.44
4	40	2.13	85	63	105.30	6,633.90
5	455	2.13	969	712	257.76	183,525.12
6	5	2.13	11	8	213.96	1,711.68

1081 TOTAL

18 kip s.a./day 568.107

(1963-1983) TOTAL AVERAGE ANNUAL 18 kip s.a. 207,359.14

Total (1963-1983) TWENTY YEAR 18 kip s.a. 4,147,183

RATIO 12.294

TRAFFIC ANALYSIS
1965 - 1973
OPENING YEAR TO YEAR PAVEMENT REACHED P_t=2.5

SECTION: Willow Creek-Airport Road

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3000 Present ADT (1963)

22.9 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1965	EXPANSION FACTOR	TOTAL TADT 1973	MEAN TADT 1965-1973	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	145		203	174	38.25	6,655.50
3	67		94	81	81.76	6,622.56
4	45		63	54	105.30	5,686.20
5	506		712	609	257.76	156,975.84
6	6		8	7	213.96	1,497.72
				925 TOTAL		

18 kip s.a./day 486,131

(1965-1973) TOTAL AVERAGE ANNUAL 18 kip s.a. 177,437.82

Total (1965-1973) EIGHT ~~TWENTY~~ YEAR 18 kip s.a. 1,419,503

RATIO

A-5-a

TRAFFIC ANALYSIS
1965 - 1983
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Willow Creek-Airport Road

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3000 Present ADT (19 63)

22.9 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1965	EXPANSION FACTOR	TOTAL TADT 1983	MEAN TADT 1965-1983	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	145		277	211	38.25	8,070.75
3	67		128	98	81.76	8,012.48
4	45		85	65	105.30	6,844.50
5	506		969	738	257.76	190,226.88
6	6		11	9	213.96	1,925.64

1121 TOTAL

18 kip s.a./day 589.261

(1965-1983) TOTAL AVERAGE ANNUAL 18 kip s.a. 215,080.25

Total (1965-1983) EIGHTEEN YEAR 18 kip s.a. 3,871,445

RATIO

A-5-1

FORM 8.80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 25, 1974

TO Victor D. Wolfe, Location Engineer

FROM J. W. Fahlgren for C. J. Gregg
C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
Airport Road-Irrigon Jct.
Columbia River Highway (FAR 1)
Morrow County

Following is a report on the evaluation of the pavement structural sections from Station 1102+00± through equation to Station 241+00± of the subject project. Grading and paving were completed under four contracts.

The existing pavement structural sections for the project were analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Contract Number 3516 (1951)

Asphaltic Concrete (1951)	CBE = 2.0"
Aggregate Base (1951)	CBE = 1.0"

Contract Number 6388 (1965)

Asphaltic Concrete (1965)	CBE = 2.0"
Plant Mixed Bituminous Base (1965)	CBE = 1.8"
Aggregate Base (1965)	CBE = 1.0"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Section and "Project Base Design", A-1 through A-1-c; Laboratory reports and letters, A-2 through A-2-j and Traffic Analysis sheets, A-3 and A-3-a.

The section shown below had Stone Subbase as part of the structural section. No record of the source location or test results of the Stone Subbase has been found. As th soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil.

EB Station 1102+00± through equation to Station 241+00±
WB Station 1291+00± to Station 1517+00±

	Minimum for Traffic Classification
Design R Value	
Traffic Coefficient	10.7 (1963-1983)
CBE Requirement	25.0"
Constructed CBE	19.5"
Total underdesign	5.5"
Asphaltic Concrete Overlay Required	2.75" or 3.0"

WB Station 1102+00± to Station 1291+00±

	Minimum for Traffic Classification
Design R Value	
Traffic Coefficient	10.7 (1963-1983)
CBE Requirement	25.0"
Constructed CBE	22.5"
Total underdesign	2.5"
Asphaltic Concrete Overlay Required	1.25" or 1.5"

Deflection Method

The overlay thickness required by deflection measurements is shown below, and a summary of the tests is attached, A-4 and A-4-a.

Average Deflection	=	0.015
Evaluated (80%) O.W.T.	=	0.018
1973-1983 Traffic Coefficient	=	10.0
Eleven Year E.W.L. (Remainder of design period)	=	27,797,440

Tolerable Deflection	=	0.010
Percent Reduction Required	=	44.4
Crushed Base Equivalent Required	=	5.5"
Asphaltic Concrete Overlay Required	=	2.75" or 3.0"

No condition survey was made on this section, so this method of overlay analysis has been omitted.

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-5 through A-5-b.

Station 1102+00± to Station 241+00±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1965 - Year opened to traffic
1970 - Year pavement reached P_t = 2.5 (From letter dated January 25, 1974, from H. W. Oswald to Dale Allen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35 Minimum for traffic classification.)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and standard 18 kip Traffic Analysis Sheets.

1965 - 1970 (Year of opening to year pavement reached P_t = 2.5)
Average Daily 18 kip Loads = 453.4
Total 18 kip Loads (1965-1970) = 827,495

From AASHO Chart 400-2, P_t = 2.5
SN Supplied = 2.80

1965 - 1983 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 583.6
Total 18 kip Loads (1965-1983) = 3,834,223

From AASHO Chart 400-1, P_t = 2.0
SN Required = 3.31

SN Required = 3.31
SN Supplied (Opening to 1970) = 2.80
SN To be added = 0.51

CBE Required = 0.51/0.14 = 3.64"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (3.64") = 1.82" say 2.0"

Recommendations

The data presented above indicates that a minimum of two inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place two inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

CJG:af

Airport Road-Irrigon Jct.
Columbia River Highway (FAR 1)
Morrow County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1, A-1-a, and A-1-b
Base Design, 1963	A-1-c
Laboratory Letters	A-2 and A-2-a
Laboratory Reports (Core Tests)	A-2-b, A-2-c, A-2-d, and A-2-e
Laboratory Reports (Aggregate)	A-2-f and A-2-g
Laboratory Reports (Mix Design)	A-2-h, A-2-i, and A-2-j
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4 and A-4-a
Traffic Analysis for "Williams Method"	A-5, A-5-a, and A-5-b

DIRECT CARBON COPIES
NO 310 — ONE INCH
EUGENE DIETZGEN CO.

HEPPNER JCT. INT. (Cont.* 6297)
Date of Award - 8-7-63
Date of Completion - 9-1964

WEST UNIT, ARLINGTON-HEPPNER JCT. (Cont.* 6297)
Date of Award 7-18-63
Date of Compl. 8-7-65

EAST UNIT, ARLINGTON-HEPPNER JCT. (Cont.* 6349)
Date of Award 10-18-63
Date of Completion 10-24-64

ARLINGTON - HEPPNER JCT. (Cont.* 3884)
Date of Award 3-4-53 Date of Completion 6-15-54

WEST BOUND ←

STATIONS → 100 200 300 400 500 600

EAST BOUND →

Approx. Mile Points → 137.3± 139.3± 145.3± 146.3±
In the Field as of Feb. 1974.

COLOR KEY
ORIGINAL SURFACE ("NEW" WORK)
OVERLAID SURFACE

(Cont.# 6272)

WILLOW CREEK SECTION (Cont.# 6744, W.P. Lanes Only)
Date of Award: 11-24-65 Date of Completion: 8-9-66
Shaded Areas indicate limits of Overlay done on Cont.
#7999, Awarded 6-26-70, Completed 11-?-71

(Cont.# 6349)

WILLOW CREEK-AIRPORT ROAD
(Cont.# 6372) Date Awarded: 12-16-63
Date of Completion: 5-27-65

AIRPORT ROAD-
Date of Award: 2-

(Cont.# 3884)
Completion: 6-15-54

WILLOW CREEK-BOARDMAN (Cont.# 3516) (Paving)
Date of Award: 5-24-51 Date of Completion: 11-14-51

BOARDMA
(Cont.#
Date o

Tower Rd. (under const.)

500 600 700 800 900 1000 1100 1200 1300

M.P. 150.0±

M.P. EQUA.

ARLINGTON — IRRIGON JCT.

(NEW WORK)

LINEAR SCALE: 1" = 10,000'

BOARDMAN JCT. - IRRIGON SECT.
(Cont # 5155) Date of Award: 1-[illegible]
Date of Completion 9-14-72

AIRPORT ROAD - IRRIGON JCT. (Cont # 6380)
Date of Award: 2-11-64 Date of Compl.: 8-23-65

BOARDMAN - UMATILLA CO. LINE
(Cont. 1949)

5163 (Paving)
(Cont. 11-14-51)

1100 1200 1300 1400 1500 200 300

M.P. EQUA.

ON JCT.

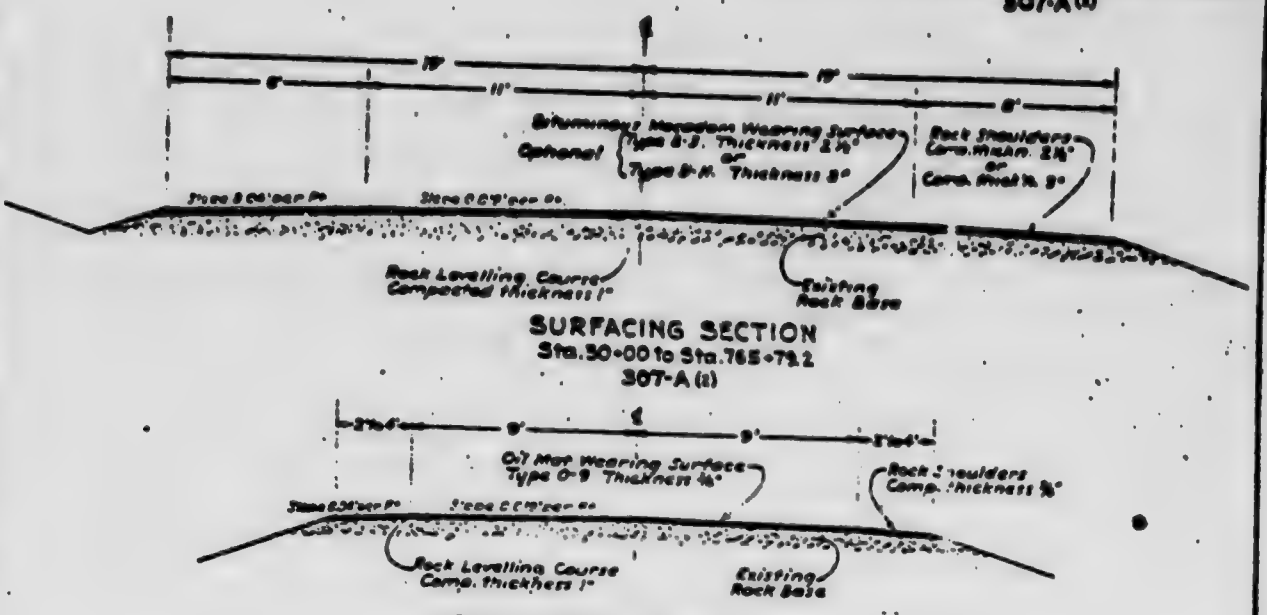
(1)

"MAN-UMATILLA CO. LINE SECTION OLD OREGON TRAIL HIGHWAY MORROW COUNTY				SHEET NO. 2
FED. ROAD DIST. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	307-A(1)		[illegible]

307-A(1)

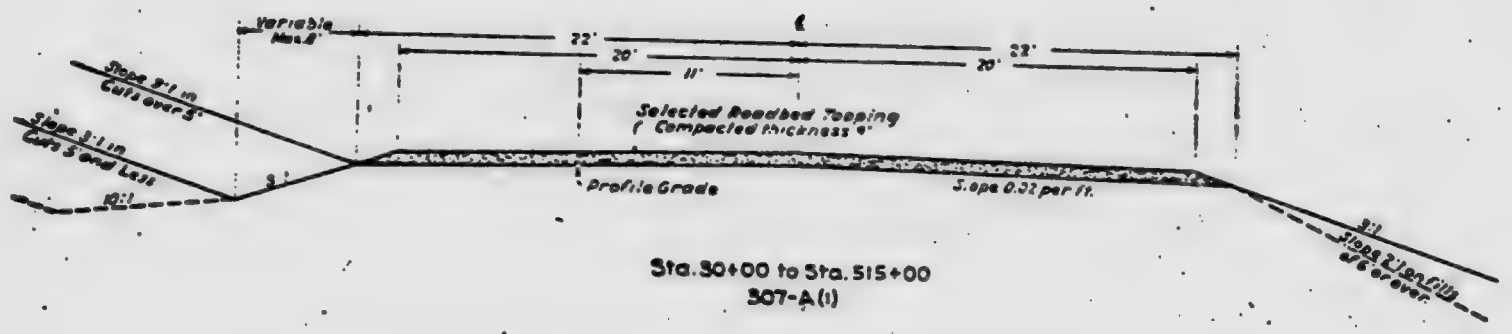
gth of Project 13.935 miles.

NET QUANTITIES	ALLOWANCE	TOTAL
All		All
180	20	200
277,081	41,919	319,000
295,922	44,078	340,000
58,651	8,349	67,000
13.34		13.34
120	10	130
2,694	306	2,900
64	6	70
86	4	90
6	2	8
95,780	9,220	105,000
203,000	17,000	220,000
8,200	800	9,000
8,200	800	9,000
1,370	130	1,500

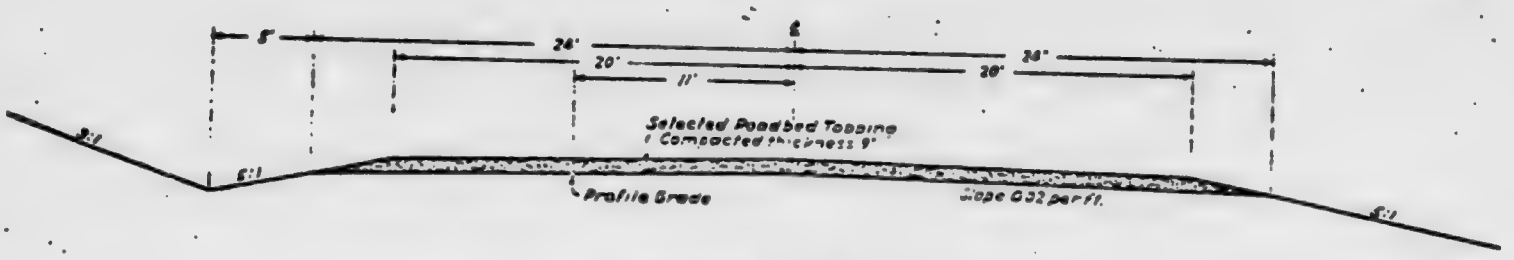


SURFACING SECTION
Sta. 30+00 to Sta. 765+79.2
307-A(2)

ROAD CONNEC. SECTION
307-A(2)



Sta. 30+00 to Sta. 515+00
307-A(1)

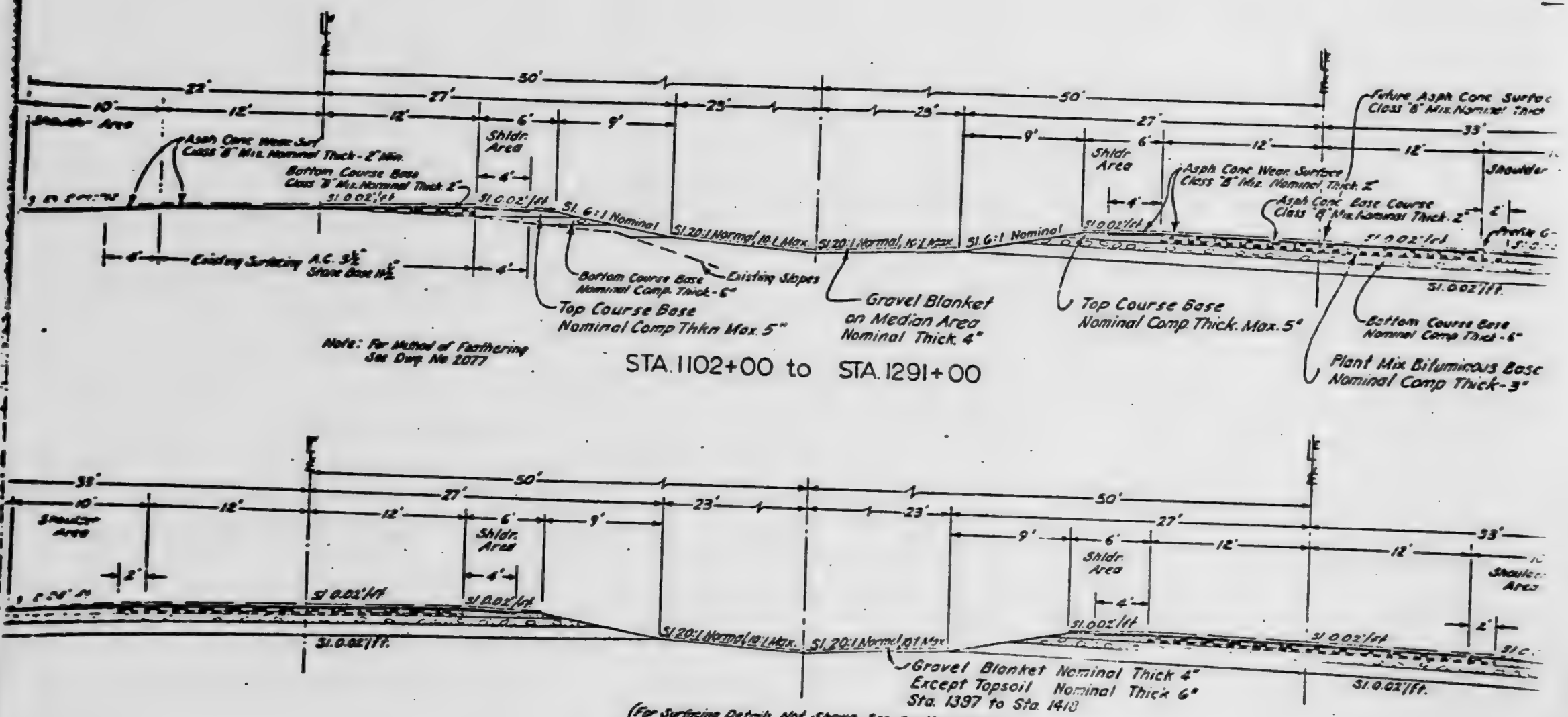


Sta. 515+00 to Sta. 765+79.2
307-A(1)

TYPICAL SECTIONS

AIRPORT F
CC

FED. ROAD Div. No.
8


22'
10'
Shoulder Area
12'
27'
12'
30'
6'
Shldr. Area
9'
23'
4'
Asph Conc Wear Surf Class 'B' Mix. Nominal Thick - 2" Min.
Bottom Course Base Class 'B' Mix. Nominal Thick 2"
S1.0.02'/ft
S1.6:1 Nominal
S1.20:1 Normal, 10:1 Max.
S1.20:1 Normal, 16:1 Max.
S1.6:1 Nominal
6'
Existing Surfacing A.C. 3½" Stone Base 11½"
4'
Bottom Course Base Nominal Comp. Thick - 6"
Existing Slopes
Top Course Base Nominal Comp Thkn Max. 5"
Gravel Blanket on Median Area Nominal Thick. 4"
Top Course Base Nominal Comp. Thick. Max. 5"
Shldr Area
Asph Conc Wear Surface Class 'B' Mix. Nominal Thick. 2"
Asph Conc Base Course Class 'B' Mix. Nominal Thick. 2"
Future Asph Conc Surface Class 'B' Mix. Nominal Thick
33'
Shoulder
2'
Bottom Course Base Nominal Comp Thick - 6"
Plant Mix Bituminous Base Nominal Comp Thick - 3"
Note: For Method of Feathering See Dwg. No. 2077

STA. 1102+00 to STA. 1291+00

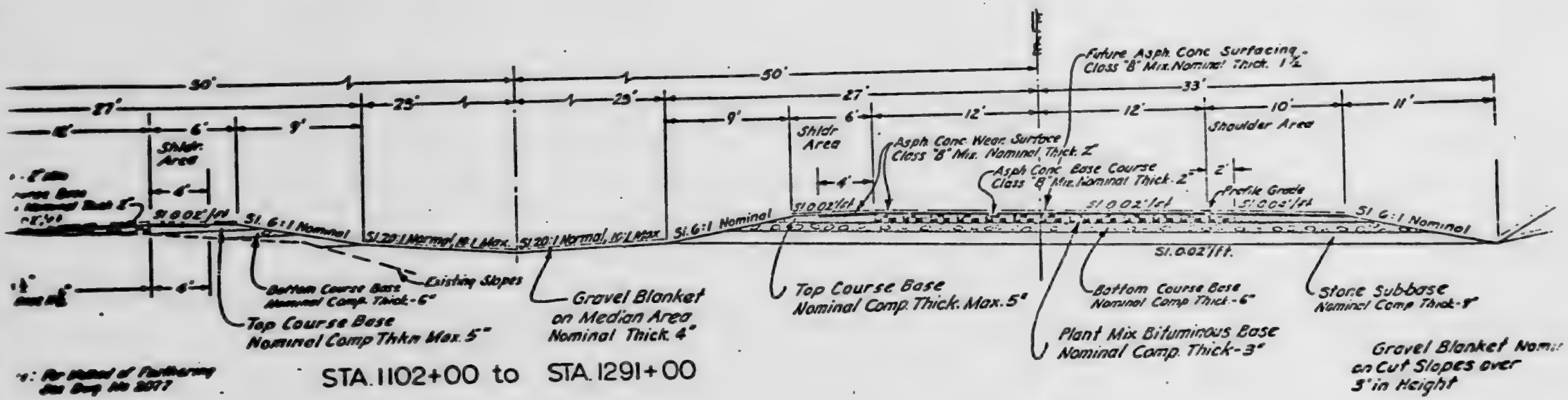
STA. 1291+00 to STA. 1515+00

1515+00 to 1517+00 (Taper Section)

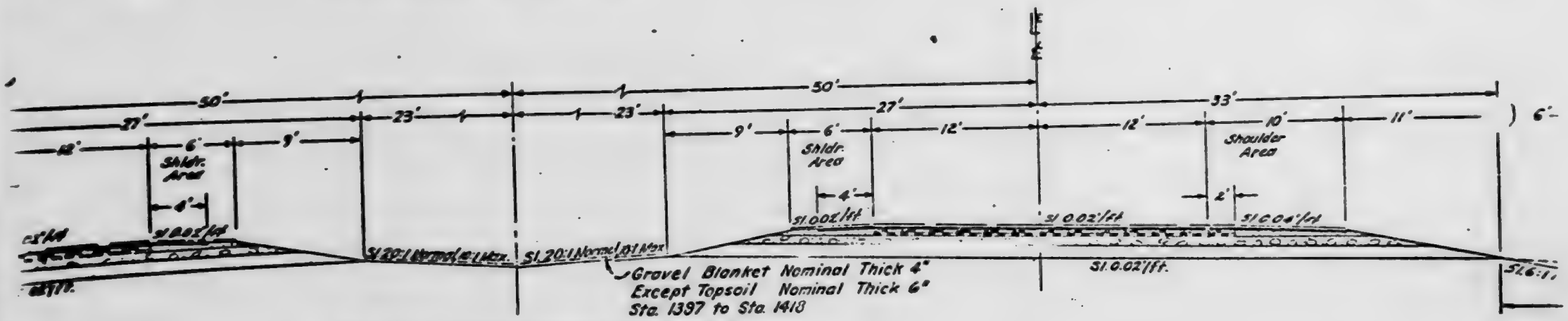
OV-

AIRPORT ROAD - IRRIGON JCT SECTION COLUMBIA RIVER HIGHWAY MORROW COUNTY				No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	
8	OREGON	[illegible]		

REVISED AS CONSTRUCTED
10-66 CONTRACT 53-B


50'
27'
33'
29'
29'
9'
6'
12'
12'
10'
11'
Shldr Area
4'
Future Asph Conc Surfacing Class "B" Mix. Nominal Thick. 1½"
Asph Conc Wear Surface Class "B" Mix. Nominal Thick 2"
Asph Conc Base Course Class "B" Mix. Nominal Thick 2"
Shoulder Area
2'
Profile Grade
S1.002'/ft
S1.6:1 Nominal
S1.20:1 Normal, 1:1 Max.
Existing Slopes
Bottom Course Base Nominal Comp. Thick - 6"
Top Course Base Nominal Comp Thkn Max. 5"
Gravel Blanket on Median Area Nominal Thick 4"
Top Course Base Nominal Comp. Thick. Max. 5"
Bottom Course Base Nominal Comp Thick - 6"
Plant Mix Bituminous Base Nominal Comp. Thick - 3"
Stone Subbase Nominal Comp Thick - 8"
Gravel Blanket Nomi on Cut Slopes over 3' in Height

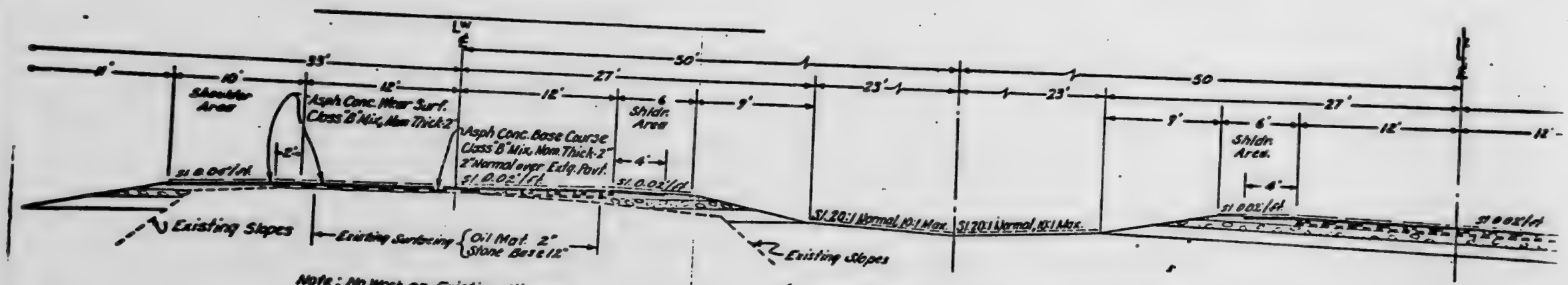
STA. 1102+00 to STA. 1291+00



(For Surfacing Details Not Shown, See Section Above)

STA. 1291+00 to STA. 1515+00
1515+00 to 1517+00 (Taper Section)

AIRPORT
C
FED. ROAD
Div. No.
8



Note: No Work on Existing Highway Sta 230+00 to Sta 240+91.97

(For Surfacing Details Not Shown, See Section Above)

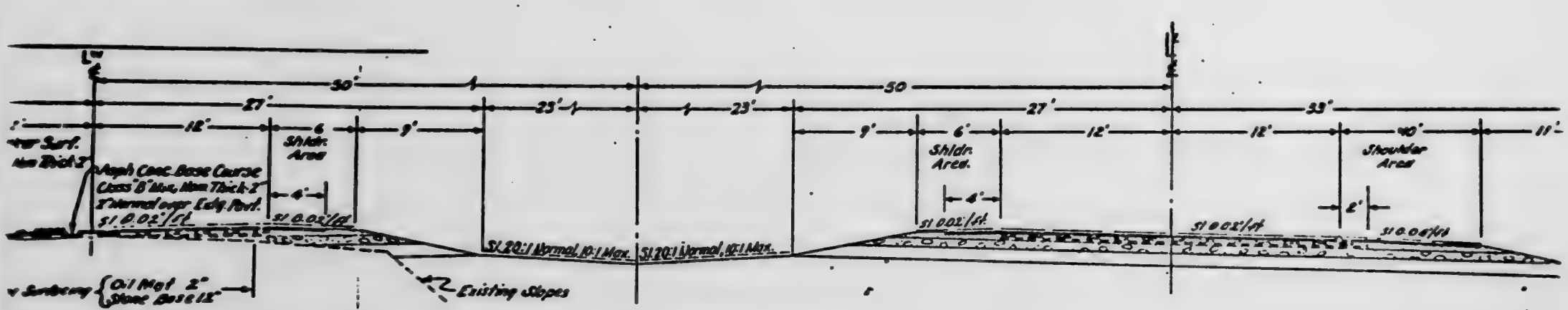
STA. 1517+00 [1519+79.97 / 181+28.15] to STA. 240+91.97

A-1-6

8V-

AIRPORT ROAD - IRRIGON JCT. SECTION COLUMBIA RIVER HIGHWAY MORROW COUNTY				SHEET NO. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		

REVISED AS CONSTRUCTED
10-[illegible] CONTRACT [illegible]



(For Surfacing Details Not Shown, See Section Above)

STA. 1517+00 [1519+79.97 / 181+28.15] to STA. 240+91.97

Used

ALTERNATE — REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

ALTERNATE — REVISED

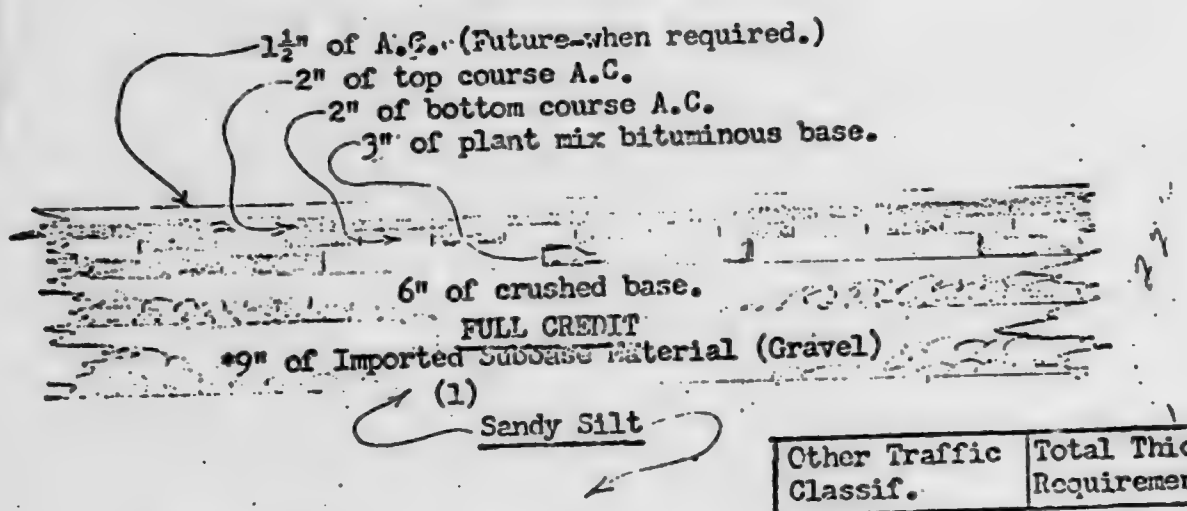
Section AIRPORT ROAD - IRRIGON JUNCTION Highway COLUMBIA RIVER (FA 1) County MORROW Prefix 625-1441

Res. Engr. Approx. Length of Project 9.2 Miles. Sta. 11.00± thru eq to Sta. 245± Date 7-29-63

Frost Penetration - 14"-18"

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

*I.S.M. Requirements
100% P 3" Sieve
25-70% P ¼" Sieve
0-8% P 200 Sieve
25+ Sand Equivalent


1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of plant mix bituminous base.
6" of crushed base.
FULL CREDIT
*9" of Imported Subbase Material (Gravel)
(1)
Sandy Silt

(1)
Typical Soil

22	LL
0	PI
65	% P200
2	% Gravel
4	Coarse Sand
29	% Fine Sand
62	% Silt
3	% Clay
24	"R" Value (Corrected)

AASHO CLASSIF. - A-4 (6)

NOTE:
2" minimum A.C. overlay where existing roadway will be utilized.

Other Traffic Classif.	Total Thickness Requirements.
HEAVY	19"
MEDIUM HEAVY	16"
MEDIUM	13½"
LIGHT	10½"

Interstate

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4	)
			3	PMBB
			6	Cr Base
			9	I.S.M.
22			22	PRESENT
		Future	1½	A.C.
			23½	FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

REVISED PROJECT BASE DESIGN SUBMITTED TO RECOMMEND THE USE OF PLANT MIX BITUMINOUS BASE. THE MATERIAL IN THIS AREA IS GENERALLY GOOD, BUT ZONES OF POOR MATERIAL WILL BE ENCOUNTERED AND SHOULD BE UPGRADED.

B.P.R. 11-21-63

cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer

Submitted by [signature] Staff Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature]

Approved by [signature] Engineer of Materials
(ASSISTANT) Deputy State Highway Engineer

Form 8.36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 22, 1974

TO Victor D. Wolfe
Location Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Interstate Overlay Need Study
Willow Creek-Boardman Section
of I-80N

Attached are test reports #74-1349, #74-1474, and 74-1616 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1951 on subject project. Review of our files for Contract No. 3516 and test results for the recently sampled pavement and pit run aggregate indicate a 1.0 CBE crushed aggregate base and a 2.0 CBE asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
W. E. Schwartz
C. J. Gregg
G. E. Boyle

Salem, Oregon 97310
December 26, 1973

John C. Jenkins, Materials Engineer
By
James E. Wilson, Assistant Materials Engineer

Interstate Overlay Need Study
Airport Road - Irrigon Jct.
Section of I-80N

Victor D. Wolfe
Location Engineer

Attached are test reports #996125, 998512, 73-20616, and 73-20617 which contain crushed base equivalent values (CBE) for stone base, plant mixed bituminous, and asphalt concrete as constructed in 1965 on subject project. Review of our files for Contract No. 6353 and test results for the recently sampled pavement and pit run aggregate indicate a 1.0 CBE crushed aggregate base, 1.8 CBE plant mixed bituminous base, and a 2.0 CBE asphalt concrete pavement.

JEW:lj
cc: C. T. Kenney
W. E. Schwartz
C. J. Crosby
G. E. Boyle

A-2-0

Form E-80—Rev. 6-71

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
PAVEMENT EVALUATION
CORE TEST DATA-ORIGINAL PAVEMENT

Laboratory No. 74-1616
Data Sheet No. A 632
Prefix 625-1951-910
Laboratory charge $314.00

Project Willow Creek - Boardman
Highway Old Oregon Trail
Contractor Peter Kiewit Sons' Co. Completed 1951 No. 3516
Submitted by Vern Moore
Source of Material Roadway Sta. 847 WB, 1001 WB, 736+50 EB, & 958+50 EB
Sampled or inspected at
Sampled or inspected by Clint Smithe

Date received May 4, 1972
Date reported Feb. 22, 1974
To be used Top & Base Asphaltic Concrete
Quantity represented

Sample No.	632-1-Top	632-1-Base	632-4-Top	632-4-Base
Station	341+97	341+97	1001+41	1001+41
Lane	WB 9' Lt.	WB 9' Lt.	WB 9' Lt.	WB 9' Lt.
Test pavement thickness	3.7"	0.7"	1.4"	1.8"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"				
" " (¾" - 1/4")	34.3	39.4	35.6	36.6
" " (¼" - # 10)	24.9	23.8	26.1	26.6
" " (#10 - # 40)	13.7	11.2	12.3	13.9
" " (#40 - #200)	15.8	15.8	15.0	12.9
" " (Pass #200)	5.3	4.2	4.9	4.5
Asphalt Content, %	6.0	5.6	6.1	5.5
Reclaimed asphalt, Pen. @ 77° F	28	30	30	29

Core lane location								
Bulk sp. gr., in place	2.46	2.42	2.42	2.41	2.44	2.44	2.43	2.43
Bulk sp. gr., recompacted	2.50	2.48	2.47	2.46	2.50	2.50	2.50	2.50
Per cent relative compaction	98.4	97.6	97.8	98.0	97.6	97.6	97.2	97.2
Per cent voids, in place	3.5	5.1	5.8	5.8	4.3	4.3	5.4	6.2
Per cent voids, recompacted	2.0	2.7	3.9	3.9	2.0	2.0	2.7	3.5

REPORT TO:

- ☐ F.H.W.A.
- X Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X Region Engineer Schwartz
- ☐ Resident Engineer
- ☐ District Engineer
- X Files
- X V. Moore
- X Boyle

The above test results indicate a 2.0 CBE quality asphaltic concrete pavement as constructed in 1951.

Judith C. Jacobsen

A-2-b

Form 734-(Nov. 5-41)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - WEARING COURSE

Laboratory No. 998512
Data Sheet No. A 633
Prefix 625-1951-910
Laboratory charge 8942.00

Project Airport Road - Irrigon Jct. Completed 1965
Highway Old Oregon Trail
Contractor Rogers Const. Co. No. 6388
Submitted by Vern Moore
Source of Material Roadway Sta. 1317+50 WB. 1459+50 WB. 1222+50 EB & 1381 EB
Sampled or inspected at
Sampled or inspected by Clint Smithe

Date received April 4, 1972
Date reported Dec. 27, 1973
To be used Asphaltic Concrete
Quantity represented

Sample No.	33-1-T	33-2-T	33-3-T	33-4-T
Station	1317+46	1459+42	1381+00	1222+60
Lane	WB 11' Lt.	WB 9' Lt.	EB 9' Rt.	EB 9' Rt.
Test pavement thickness	2.0"	1.6"	1.6"	1.8"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"	0	0	0	0
" " (¾" - 1/4")	37.6	43.9	43.5	41.0
" " (¼" - # 10)	27.5	29.2	23.4	26.7
" " (#10 - # 40)	16.4	11.5	13.7	13.5
" " (#40 - #200)	9.5	6.5	9.8	9.4
" " (Pass #200)	4.5	4.1	4.9	4.4
Asphalt Content, %	4.5	4.8	4.7	5.0
Reclaimed asphalt, Pen. @ 77° F	12	14	13	20
Core lane location				
Bulk sp. gr., in place	2.37	2.38	2.36	2.35	2.41	2.42	2.44	2.4
Bulk sp. gr., recompacted	2.43	2.44	2.44	2.46	2.48	2.48	2.51	2.5
Per cent relative compaction	97.5	97.5	96.7	95.9	97.2	97.6	97.2	97.
Per cent voids, in place	7.4	7.4	7.8	7.1	5.8	5.8	4.7	4.
Per cent voids, recompacted	5.1	5.0	4.7	3.1	3.1	3.5	2.0	1.

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ ☐ Maintenance Engineer
- ☐ ☐ Bridge Engineer
- X ☐ Region Engineer Schwartz
- ☐ ☐ Resident Engineer
- ☐ ☐ District Engineer
- X ☐ Files
- X Geology & Soils
- X V. Moore
- X Boyle

The above test results indicate a 2.0 CBE asphaltic concrete

A-2-C

Form 35-00—(Rev. 8-71)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - BASE A/C

Laboratory No. 990512
Data Sheet No. A 633
Prefix 625-1951-910
Laboratory charge

Project Airport Road - Irrigon Jct.
Highway
Contractor Completed 1965 No. 6288
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used
Quantity represented

Sample No.	33-1-B	33-2-B	33-3-B	33-4-B
Station	1317+46	1459+42	1381+00	1222+60
Lane	WB, 11' Lt.	WB, 9' Lt.	EB, 9' Rt.	EB, 9' Rt.
Test pavement thickness	2.1"	2.1"	1.7"	1.8"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"	0	0	0	0
" " (¾" - 1/4")	42.0	37.2	46.2	44.9
" " (½" - # 10)	27.3	24.1	25.0	25.1
" " (#10 - # 40)	13.6	15.1	13.2	13.7
" " (#40 - #200)	7.5	11.3	8.0	8.4
" " (Pass #200)	4.5	7.4	2.8	2.9
Asphalt Content, %	5.1	4.9	4.8	5.0
Reclaimed asphalt, Pen. @ 77° F	25	25	-	23

Core lane location	2.42	2.37	*	2.39	2.37	2.38	2.38	2.39
Bulk sp. gr., in place	2.50	2.48		2.50	2.42	2.45	2.46	2.48
Bulk sp. gr., recompacted	96.8	95.6		95.6	97.9	97.1	96.7	96.4
Per cent relative compaction	5.1	6.7		4.8	7.0	7.0	7.0	7.0
Per cent voids, in place	2.0	2.4		0.4	5.1	4.0	3.9	3.5
Per cent voids, recompacted								

* Sample damaged during coring.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

The above test results indicate a 2.0 CBE asphaltic concrete.

A-2-d

Form 2-40--(Rev. 6-52)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - BITUMINOUS BASE

Laboratory No. 998512
Data Sheet No. A 633
Prefix 625-1951-910
Laboratory charge

Project Airport Road - Ixrigon Jct.
Highway
Contractor Complete 1965 No. 6388
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used PMBB
Quantity represented

Sample No.	33-1-BB	33-2-BB	33-3-BB	33-4-BB
Station	1317+46	1459+42	1381+00	1222+60
Lane	WB, 11' Lt.	WB, 9' Lt.	EB, 9' Rt.	EB, 9' Rt.
Test pavement thickness	2.9"	3.1"	2.6"	2.7"
Overlay patch thickness	-	-	-	-
Gradation of Cores:				
Per cent ret. 1"	4.9	2.0	3.5	4.1
" " (¾" - 1/4")	41.1	47.0	42.0	48.8
" " (¼" - # 10)	11.8	10.5	13.3	9.3
" " (#10 - # 40)	18.3	25.1	18.2	15.4
" " (#40 - #200)	14.6	7.2	15.8	14.3
" " (Pass #200)	5.9	2.8	1.6	3.2
Asphalt Content, %	3.4	5.4	5.6	4.9
Reclaimed asphalt, Pen. @ 77° F	27	20	19	24
Core lane location				

Bulk sp. gr., in place	2.44	2.42	2.44	2.45	2.42	2.40	2.46	2.44
Bulk sp. gr., recompacted	2.49	2.48	2.49	2.49	2.46	2.45	2.50	2.50
Per cent relative compaction	98.0	97.6	98.0	98.4	98.4	98.0	98.4	97.6
Per cent voids, in place	3.6	4.3	4.3	3.2	4.7	5.5	3.1	3.9
Per cent voids, recompacted	1.6	2.0	2.4	1.6	3.1	3.5	1.6	1.6

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

The above test results indicate a PMBB of 1.8 CBR quality.

Form E-61-384-8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Interstate Overlay Need Study

Project	Willow Creek - Boardman	Prefix No.	625-1951-910
Highway	Columbia River	County	Morrow
Contractor	Peter Kiewit Sons' Contract No. 3516	F. A. Project No.	
Submitted by	M. M. Stump Completed 1951	Date Reported	Feb. 22, 1974
		Laboratory Charges	$10.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Columbia River, 6 Mile Gravel Bar Sampled at

To be used	Base & A/C	Date received	April 4, 1972
Sampled by	V. Moore & G. Cochran	Quantity represented	
Date Sampled			
Sample Number			

TEST RESULTS

Laboratory No. 74-1474 Type of material Pit Run Gravel

Data Sheet No. A67844 Screen opening Square

GRANULOMETRIC ANALYSIS			
Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	4	4	
2	15	19	
1½	14	33	
1	20	53	
¾	7	60	
½	6	66	
3/8	4	70	
¼	4	74	
4	2	76	
10	4	80	
40	5	85	
80	6	91	
200	6	97	
P200	2.9	2.9	
I-11 P200		3.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	14.88	- A -
Specific gravity (Le Chatelier) (Bulk)	2.74, SSD 2.78	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss 1 ½-3/4	= 1.45	
3/4-3/8	= 2.53	
3/8-# 4	= 4.07	
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	58	
Oregon degradation: Pass No. 20	17.08	%
Height	0.7	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorption	1.32	%

Material as represented by this sample (does) (does not) comply with specifications.

Review of Contract No. 3516 and the above test results indicate a 1.0 CBE crushed aggregate base material constructed in 1951 from the material represented.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Schwartz
Resident Engineer
District Engineer
X Region Geologist V. Moore
X Geology and Soils
X Files
X Boyle

BP-66013-134

Engineer of Materials

A-2-f

Form E-61—3M—6-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study		
Highway	Airport Road-Irrigon Jct.	Prefix No.	625-1951-910
Contractor	Columbia River	County	Morrow
Submitted by	Rogers Const. Co.	Contract No. 6388 (Completed 1965)	F. A. Project No.
	V. Moore	Date Reported	Dec. 27, 1973
		Laboratory Charges	$99.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Messner Pit, M.P. 165		
		Sampled at	Excavation
To be used	A/C. Base & PMBB	Date received	March 1, 1972
Sampled by	Moore & Cochran	Quantity represented	
Date Sampled	Feb. 22, 1972		
Sample Number			

TEST RESULTS

Laboratory No.	996125	Type of material	Pit Run Gravel
Data Sheet No.	A67759	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	13	17	
2	13	30	
1½	6	36	
1	9	45	
¾	3	48	
½	5	53	
3/8	3	56	
¼	2	58	
4	1	59	
10	4	63	
40	21	84	
80	11	95	
200	3	98	
P200	1.9	1.9	
1P200		2.4%	

Abrasion, per cent wear, Los Angeles Rattler	12.52	- A -	
Specific gravity (Le Chatelier) CA	Bulk 2.71,	SSD 2.74	
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss, CA	1½ - ¾ = 0.31%		
	¾ - ⅜ = 0.6%		
	⅜ - # 4 = 1.27%		
Plasticity index: Natural fines		%	
Manufactured fines		%	
Liquid limit: Natural fines		%	
Manufactured fines		%	
Fracture		%	
Sand equivalent	Pass #20	Height	
Oregon degradation.	13.00%	0.4"	(1"-0)
	13.58%	0.3"	(1"-1)
Strength test, per cent of standard mortar:			
Compression		%	
Organic Material, color plate No.			
Absorption	1.08	%	

Review of Cont. #6388 records & the above test results indicate a 1.0 CBE crushed aggregate base material. Constructed in 1965 from the material represented.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Schwartz
Resident Engineer
District Engineer
X Region Geologist V. Moore
X Geology and Soils
X Files
X Boyle

Engineer of Materials

A-2-9

OREGON STATE HIGHWA)IVISION
MATERIALS SECTION

Laboratory No. M-1349
Data Sheet No. 6725-J
Prefix 625-1:451
Amount Charge .10
Date Received 1/2/74
Date Reported Feb. 22, 1974

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Project Willow Cr.—Boardman Mix Type-Class 8" P.C.
Contractor: Prime Peter Kiewit Son. Contract No. 3516 Fed. Aid No.
Paving P. Kiewit Completed 1951
Engineer: Region Childs Resident J. Walker
Aggregate: Source 6 mi. Irrigon Bar, (Columbia River) Type Gravel
Asphalt: Brand Douglas Grade 6170
MIX DESIGN PROPORTIONS: Copy of Design =72-2031, I.D.H.S. Project = 6372

Agg. Size	Contract #6372			Como. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
~~3~~-Comb.									
1									
¾									
½	14.1			14.5	14.3	13.4	13.4		
3/8				14.3	14.5	13.1	13.1		
¼	27.7			14.8	14.5	13.7	13.5		
4	8.4			8.9	8.7	8.3	8.2		
10	14.8			15.9	15.6	14.5	14.8		
40	11.0			11.7	11.6	11.1	11.0		
200	14.2			15.1	16.6	15.9	15.9		
P200	4.2			4.3	4.3	4.2	4.1		
~~No.fine.~~	5.5								
Asphalt Content Including 0.1				Retention		5.1	5.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.S.B.
Mix type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.53	2.51		
Mix Design % Voids @ 100% Compaction	2.7	1.8		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 6170	3.5	4.0	4.5	5.0	5.5
" Film Thickness	V.Dry	Dry	Dry	Dry-Satis	Satis.
Stability Value @ 1st Compaction	241	247	241	211	205
Cohesion " " " "	208	260	293	270	250
Bulk Sp. Gravity @ 1st Compaction	2.42	2.49	2.46	2.42	2.40
Percent Voids " " "	8.7	7.2	5.7	4.2	2.7
Stability Value @ 2nd Compaction	62	62	62	58	54
Bulk Sp. Gravity @ 2nd Compaction	2.44	2.50	2.53	2.52	2.52
Percent Voids " " "	7.8	5.1	3.2	3.1	4.2
Real Gravity @ 0% Voids	2.65	2.63	2.61	2.62	2.63

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas 6170	3.5	4.5	5.5
Index of Ret. Str. (%)	34	88	100+

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist V. Moore
2X Files
X Boyle

Based on Cont. #3516 records, report #74-1616, and the above test results indicate a 2.0 CBE quality pavement as constructed in 1951.

Engineer of Materials

A-2-h

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. T-20316
Docket Sheet No. 6224
Proj. x 6388-1-51
Amount Charge $14.00
Date Received
Date Reported Dec. 27, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Project Airport Road - Trailer Jct Mix Type-Class "B"-1/2"
Contractor: Prime Eugene Sand & Gr. Co. Contract No. 6388 Fed. Aid No. I-005-1(15)57
Paving Completed 1965
Engineer: Region 2 Resident L. C. Nelson
Aggregate: Source Eugene Pit Mile 10.1 Type Crushed
Asphalt: Brand Douglas Grade AR-4

MIX DESIGN PROPORTIONS:

Agg. Size	Cont.			Comb. Agg. Dry Sieve	Grading	RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex			
%=Comb.						Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
1									
¾	0.4			0.0	0.0	0.4	0.0		
½	14.4			15.3	15.0	14.3	14.2		
3/8									
¼	23.2			27.3	27.3	26.3	25.9		
4	9.5			11.1	11.1	9.4	9.4		
10	12.8			19.1	19.1	17.5	17.1		
40	14.1			14.3	14.3	12.9	12.9		
200	9.3			9.2	10.3	9.0	9.8		
P200	2.8			3.0	2.6	3.3	3.1		
No. Aver.	5.1								
Asphalt Content Including 0.1 Retention						4.7	5.0		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity - 100% Compaction	2.4	2.41		
Mix Design - Voids - 100% Compaction	3.1	4.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 295°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%)	4.0	4.5	5.0	5.5	6.0
" Film Thickness	Dry-Sp		Sp	Sp	Sp
Stability Value - 1st Compaction	46	42	42	42	
Cohesion " " " "	230	312	422	400	500
Bulk Sp. Gravity - 1st Compaction	2.40	2.42	2.44	2.44	2.44
Percent Voids " " "	7.2	6.3	5.1	3.5	2.2
Stability Value - 2nd Compaction	60	55	54	42	36
Bulk Sp. Gravity - 2nd Compaction	2.41	2.42	2.44		2.43
Percent Voids " " "	5.7	5.3	4.1		2.7
Real Gravity @ 0% Voids	2.56	2.57	2.54	2.52	2.50

Effect of Water on Cohesion: (AASHTO-T-165)

Asphalt Content(%) Dry-Sp	4.5	5.0	5.5
Index of Ret. Str. (%)	42	1264	1202

FWHA
X Construction
Maintenance
X Regional Engineer Schwartz
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist V. Moore
2X Files
X Boyle

Base on Cont. #6388 records, report #998512 (Page 1 & 2) & the above test results indicate a 2.0 CBE pavement as constructed in 1965.

Engineer of Materials

A-2-1

OREGON STATE HIGHW. DIVISION
MATERIALS SECT.

Labo ory No. B20617
Data Sheet No.
Prefix 23-1-67
Amount Charge
Date Received
Date Reported Dec. 27, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Project Airport Rd - Irrigon Jct Mix Type-Class C-1/2
Contractor: Prime Peterson Const. Co. Contract No. 6388 Fed. Aid No. I-84-1(17)
Paving 1965
Engineer: Region 2 Resident L.C. Thomas
Aggregate: Source Morrow Pit #2 Type Crush
Asphalt: Brand Douglas Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Section			Comb. Agg. Dry Sieve	Gradation	RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex			
% Comb.	84 %					Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
1									21.0
¾	20.9			22.1	22.0				16.7
½	16.7			17.1	17.0				
3/8									
#	13.5			14.2	14.2				13.1
4	3.1			3.0	3.1				
10	2.6			2.8					2.6
40	14.0			12.8	12.9				
200	10.3			10.7	11.1				11.0
P200				2.1					
No. Ave.									
Asphalt Content Including % Retention									

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.S.B.
Mix type - Course				
Bulk Sp. Gravity @ 100% Compaction				
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 290°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Optimum Source	3.0	4.0	5.0	6.0	
" Film Thickness		Swell		Specimen	
Stability Value @ 1st Compaction			43	38	
Cohesion " " " "					
Bulk Sp. Gravity @ 1st Compaction			2.41		
Percent Voids " " "					
Stability Value @ 2nd Compaction			50		
Bulk sp. Gravity @ 2nd Compaction				2.51	
Percent Voids " " "					
Real Gravity @ 0% Voids					

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Optimum Source	3.5	4.0	5.0	
Index of Ret. Str. (%)	60	100+		

FWHA
XConstruction
Maintenance
XRegional Engineer
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist
2XFiles
X Boyle

The above test results, report #998512 (Page 3) & project records for Cont. #6388 indicate that the plant mixed bituminous base as constructed in 1965 is of a 1.8 CBE quality.

Schwartz

V. Moore

Engineer of Materials

A-2-3

Page _____

TRAFFIC ANALYSIS

SECTION: Airport Rd. - Irrigon Jct.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3100 Present ADT (1963)

22.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	2.1	273	202	450	90,900
3	60	2.1	126	93	1000	93,000
4	40	2.1	84	62	1250	77,500
5	455	2.1	956	706	3180	2,245,080
6	5	2.1	11	8	2570	20,560

1071 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 2,527,040

TWENTY YEAR EWL 50,540,800

TRAFFIC COEFFICIENT 10.7

Page _____

TRAFFIC ANALYSIS

SECTION: Airport Road-Irrigon Junction

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3100 Present ADT (19 63)

22.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	2.1	273	202	450	90,900
3	60	2.1	126	93	1000	93,000
4	40	2.1	84	62	1250	77,500
5	455	2.1	956	706	3180	2,245,080
6	5	2.1	11	8	2570	20,560
				1071	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,527,040

ELEVEN
~~TWENTY~~ YEAR EWL 27,797,440

TRAFFIC COEFFICIENT 10.0

A-3-a

Airport Road-Irrigon Jct.
Columbia River Highway (FAR 1)
Morrow County

Mile Point	O.W.T.	I.W.T.
W.B. 163.7		0.013
	0.016	
	0.016	
		0.013
	0.014	
	0.016	
		0.013
	0.014	
	0.017	
		0.016
	0.016	
	0.015	
		0.013
	0.017	
	0.019	
		0.016
E.B. 162.2		0.017
	0.018	
	0.016	
		0.014
	0.018	
	0.018	
		0.013
	0.018	
	0.017	
		0.013
	0.017	
		0.013
	0.017	
	0.016	
		0.013
	0.016	
	0.014	
		0.013
W.B. 161.0		0.016
	0.020	
	0.019	
		0.018
	0.018	
	0.018	
		0.015
	0.020	
	0.018	
		0.016
	0.019	
	0.018	
		0.017
	0.018	
	0.017	
		0.016

Mile Point	O.W.T.	I.W.T.
E.B. 159.2		
	0.008	0.008
	0.010	
		0.007
	0.008	
	0.011	
		0.007
	0.011	
	0.010	
		0.009
	0.012	
	0.010	
		0.008
	0.010	
	0.011	
		0.014

TRAFFIC ANALYSIS
1963 - 1983
TWENTY YEAR DESIGN PERIOD

SECTION: Airport Road-Irrigon Junction

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3100 Present ADT (19 63)

22.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	130	2.1	273	202	38.25	7,726.50
3	60	2.1	126	93	81.76	7,603.68
4	40	2.1	84	62	105.30	6,528.60
5	455	2.1	956	706	257.76	181,978.56
6	5	2.1	11	8	213.96	1,711.68

1071 TOTAL

18 kip s.a./day	563.148
TOTAL AVERAGE ANNUAL 18 kip s.a.	205,549.02
TWENTY YEAR 18 kip s.a.	4,110,980
RATIO	12.294

TRAFFIC ANALYSIS
1965 - 1970
OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Airport Rd.-Irrigon Jct.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3100 Present ADT (1963)

22.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1965	EXPANSION FACTOR	TOTAL TADT 1970	MEAN TADT 1965-1970	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	144		180	162	38.25	6,196.50
3	67		83	75	81.76	6,132.00
4	44		55	50	105.30	5,265.00
5	505		630	568	257.76	146,407.68
6	6		7	7	213.96	1,497.72

862 TOTAL

18 kip s.a./day 453.422

(1965-1970) TOTAL AVERAGE ANNUAL 18 kip s.a. 165,498.90

Total (1965-1970) FIVE YEAR 18 kip s.a. 827,495

RATIO

A.5.a

TRAFFIC ANALYSIS
1965 - 1983
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Airport Rd.-Irrigon Jct.

HIGHWAY: Columbia River (FAR 1)

COUNTY: Morrow

3100 Present ADT (1963)

22.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1965	EXPANSION FACTOR	TOTAL TADT 1983	MEAN TADT 1965-1983	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	144		273	209	38.25	7,994.25
3	67		126	97	81.76	7,930.72
4	44		84	64	105.30	6,739.20
5	505		956	731	257.76	188,422.56
6	6		11	9	213.96	1,925.64
				1110	TOTAL	

18 kip s.a./day

(1965-1983) TOTAL AVERAGE ANNUAL 18 kip s.a. 583.596

Total (1965-1983) EIGHTEEN TWENTY 18 kip s.a. 213,012.37

RATIO 3,834,223

A-5-b

FORM S-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 26, 1974

TO Victor D. Wolfe, Location Engineer

FROM C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
Irrigon Junction
Columbia River and Old Oregon Trail Highways (FAR 1)
Morrow County

Following is a report on the evaluation of the pavement structural section from Station 241+00± to Station 296+00± of the subject project. Grading and paving was completed under two contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. Supporting data includes Sketch Map, (1); "As Constructed" Typical Sections, A-1 and A-1-a; and Traffic Analysis sheets, A-2 and A-2-a.

Analysis by the underdesign method and the deflection method have been omitted because of lack of data.

Condition Survey Method

One test hole was drilled in the subject section in 1967. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. A summary of the test hole and laboratory results is shown as A-3.

Station 241+00± to Station 296+00±

R Value	Minimum for Traffic Classification	
Traffic Coefficient	=	8.8 (1973-1981)
CBE Required Thickness	=	20.5"
A.C. (Average)	=	4.0" x 1.5" = 6.0"
Base (Average)	=	17.0" x 0.8" = 13.5"
CBE Deficiency	=	1.0"
A.C. Deficiency	=	0.5" or 1.0"

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-4 through A-4-b.

Station 241+00± to Station 296+00±

Data:

1961 - Authorization Date
1961 to 1981 - 20 Year Design Period
1962 - Year opened to traffic
1967 - Year pavement reached Pt = 2.5 (From a pavement condition survey made in 1967)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1961 traffic data and 18 kip Traffic Analysis Sheets.

1962 - 1967 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 201.9
Total 18 kip Loads (1962-1967) = 368,409

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.43

1962 - 1981 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 245.8
Total 18 kip Loads (1962-1981) = 1,704,651

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 2.93

SN Required	= 2.93
SN Supplied (Opening to 1967)	= 2.43
SN To be added	= 0.50

CBE Required = 0.50/0.14 = 3.57

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (3.57) = 1.79" say 2.0"

Recommendations

The data presented above indicates that a minimum of two inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place two inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

CJG:af

Irrigon Junction
Columbia River and
Old Oregon Trail Highways (FAR 1)
Morrow County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1 and A-1-a
Traffic Analysis	A-2 and A-2-a
Summary of Test Hole and Laboratory Results	A-3
Traffic Analysis for "Williams Method"	A-4, A-4-a, and A-4-b

PRINTED IN U.S.A.
EUGENE DIETZGEN CO.

HEPPNER JCT. INT. (Cont. 6217) —
Date of Award: 5-[illegible]-63
Date of Completion: 10-[illegible]-64

WEST UNIT, ARLINGTON-HEPPNER JCT. (Cont. # 6217)
Date of Award: 7-18-63
Date of Compl: 8-7-64

EAST UNIT, ARLINGTON-HEPPNER JCT. (Cont. # 6349)
Date of Award: 10-18-63
Date of Completion: 10-24-64

ARLINGTON — HEPPNER JCT. (Cont. # 3884)
Date of Award: 3-4-53 Date of Completion: 6-15-54

WEST Bound ←

STATIONS → 100 200 300 400 500

EAST Bound →

Approx. Mile Points → 137.58 137.88 135.38 134.58
In the Field as of Feb. 1974.

COLOR KEY

ORIGINAL SURFACE ("NEW" WORK)

OVERLAID SURFACE

WILLOW CREEK SECTION (Cont.# 6787; W.D. Lakes Daily)
Date of Award: 11-24-65. Date of Completion: 8-3-66
Project Area Located 11 mi. E. of Otarhy Dam on Cont.
#7055; Awarded 8-26-70; Completed 11-12-71.

WILLOW CREEK-AIRPORT ROAD
(Cont.# 6372) Date Awarded: 12-18-63
Date of Completion: 5-27-65

WILLOW CREEK-BOARDMAN (Cont.# 3518) (Paving)
Date of Award: 5-24-51 Date of Completion: 11-19-51

AIRPOR
Date of

ER JCT. (Cont.# 3883)
ate of Completion: 6-12-54

500 600 700 800 900 1000 1100 1200

M.P. EQUA.

ARLINGTON — IRRIGON JCT.

LINEAR SCALE: 1" = 10,000'

FACE ("NEW" WORK)
FACE

BOARDMAN JCT. - IRRIGON JCT.
(Cont. # 3753) Date of Award: 7-1-61
Date of Completion: 9-17-62

AIRPORT ROAD - IRRIGON JCT. (Cont. # 3788)
Date of Award: 2-11-64 Date of Compl.: 8-23-65

BOARDMAN - UMATILLA CO. LINE

1100 1200 1300 1400 1500 200 300

167.40± 168.45±

IRRIGON JCT.

1" = 1,000'

Length of Project 13.935 miles.

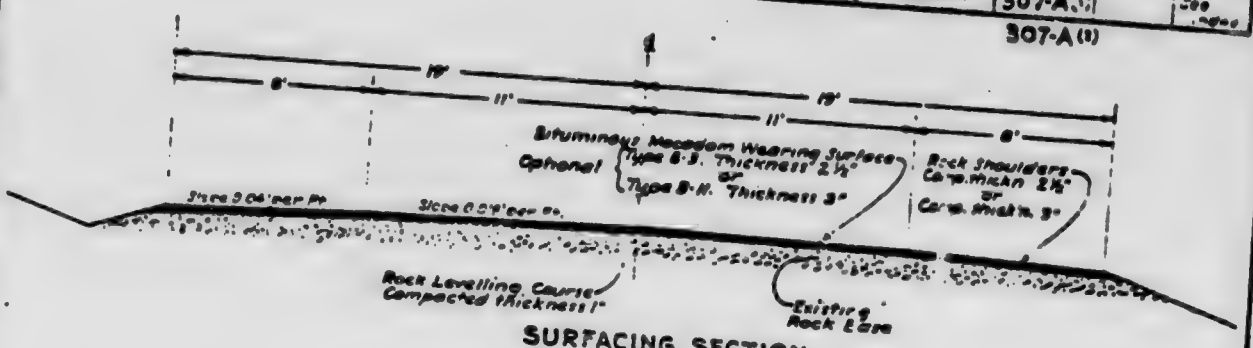
	NET QUANTITIES	ALLOWANCE	TOTAL
	All		All
S	180	20	200
S	277,081	41,919	319,000
00	295,922	44,078	340,000	
9	58,651	8,949	67,600
	13.94		13.94
	120	10	130
	2,594	306	2,900
	64	6	70
	86	4	90
	6	2	8
	95,780	9,220	105,000
	203,000	17,000	220,000
	8,200	800	9,000
	8,200	800	9,000
	1,370	130	1,500

TOMAN-UMATILLA CO. LINE SECTION
OLD OREGON TRAIL HIGHWAY
MORROW COUNTY

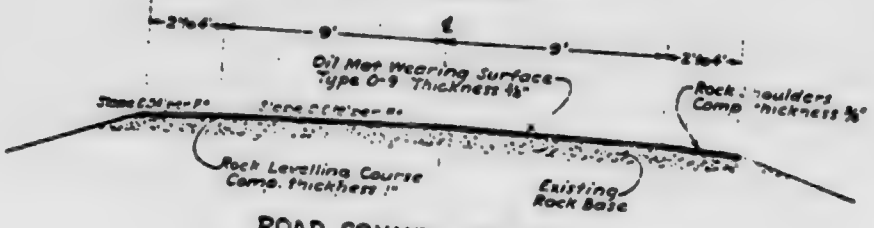
FED ROAD DIST NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	307-A(1)		See Index

SHEET NO 2

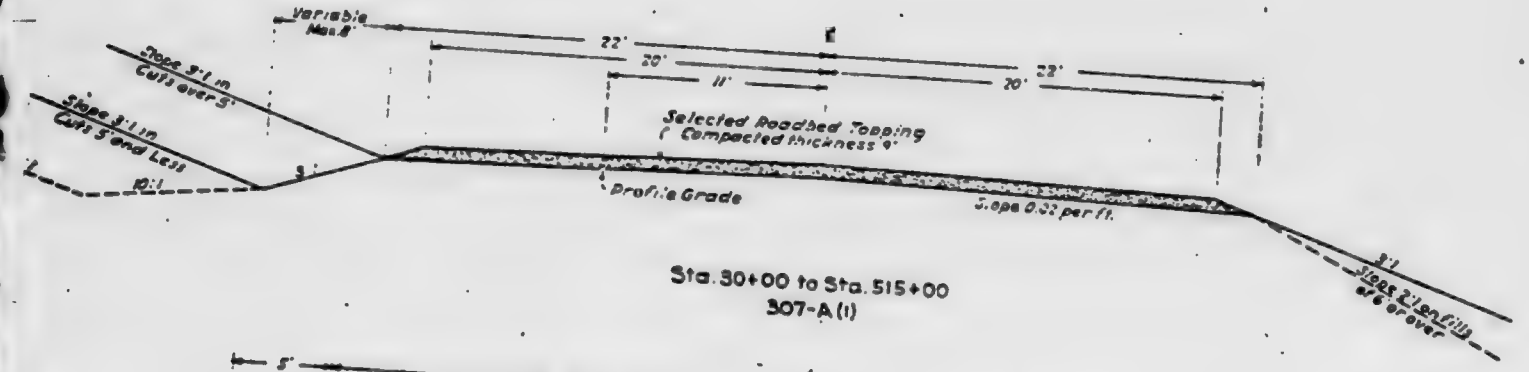
307-A (1)


Bituminous Macadam Wearing Surface
Optional (Type S-3, Thickness 2½" or Type S-N, Thickness 3")
Rock Shoulders Comp. Thickness 2½" or Comp. Thickness 3"
Slope 0.04 per ft.
Slope 0.04 per ft.
Rock Levelling Course Compacted Thickness 1"
Existing Rock Base

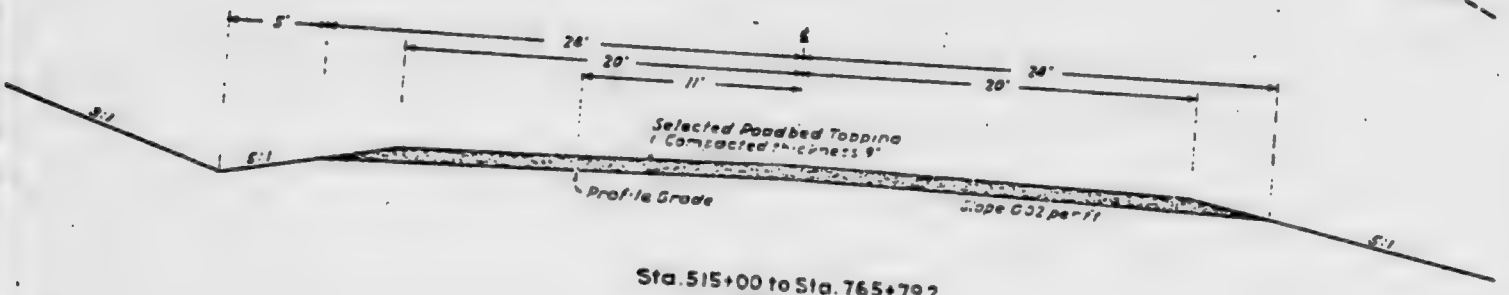
SURFACING SECTION
Sta. 30+00 to Sta. 765+79.2
307-A (2)


Oil Mat Wearing Surface Type O-9 Thickness ½"
Rock Shoulders Comp. Thickness ½"
Slope 0.04 per ft.
Slope 0.04 per ft.
Rock Levelling Course Comp. Thickness 1"
Existing Rock Base

ROAD CONNEC. SECTION
307-A (2)



Sta. 30+00 to Sta. 515+00
307-A (1)



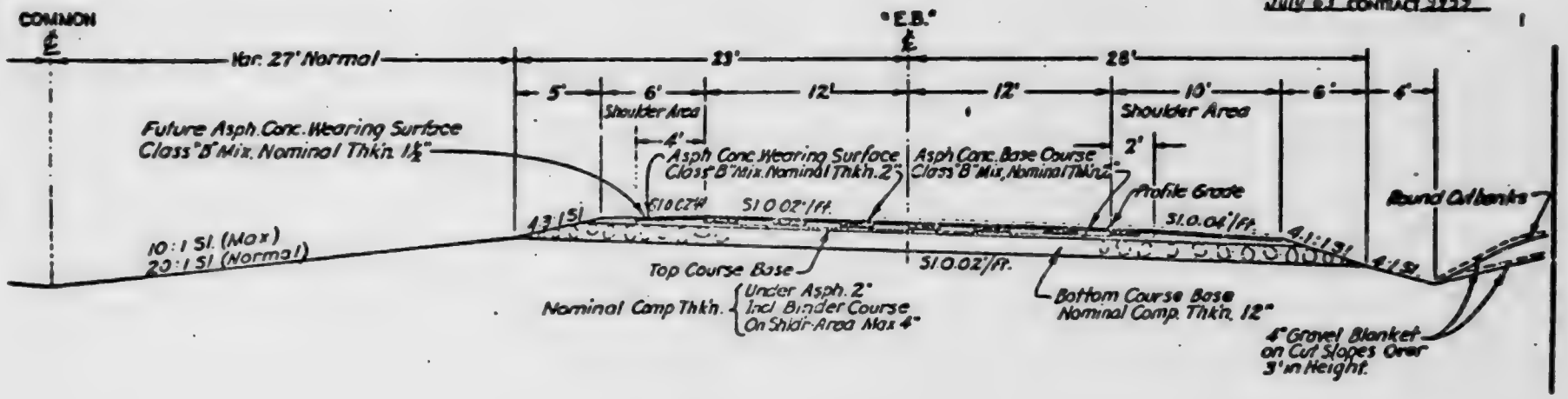
Sta. 515+00 to Sta. 765+79.2
307-A (1)

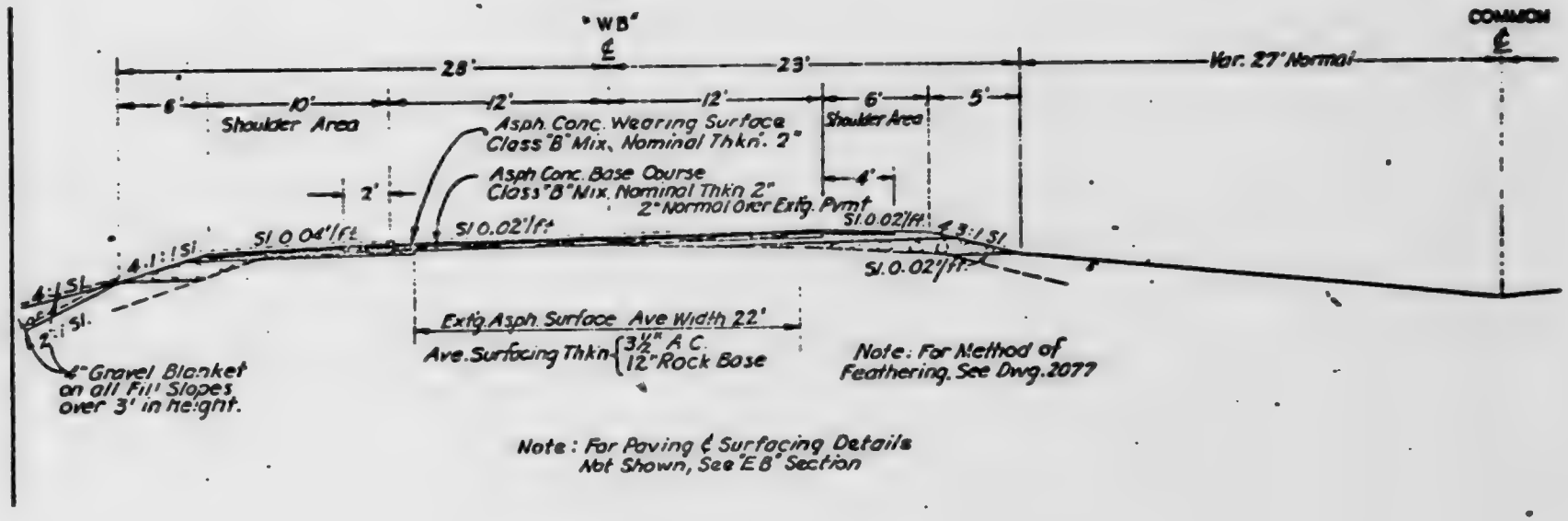
TYPICAL SECTIONS

A-1

BOARDMAN JCT.-IRRIGON SECTION OLD OREGON TRAIL HIGHWAY- MORROW COUNTY				SHEET No. 2-A
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-BONS(5)164		

REVISED AS CONSTRUCTED
July '63 CONTRACT 5959





Note: For Paving & Surfacing Details Not Shown, See "E.B." Section

A-1-a

STA. "WB" 221+29.19 to STA. "WB" 315+67.18
Old Oregon Trail Highway

TRAFFIC ANALYSIS

SECTION: IRRIGON JUNCTION

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Morrow County

2,100 Present ADT (1961)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	75	1.7	128	102	450	45,900
3	35	1.7	60	48	1000	48,000
4	30	1.7	51	41	1250	51,250
5	215	1.7	366	291	3180	925,380
6	5	1.7	9	7	2570	17,990
				489 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,088,520

TWENTY YEAR EWL 21,770,400

TRAFFIC COEFFICIENT 9.7

Page _____

TRAFFIC ANALYSIS

SECTION: Irrigon Junction
HIGHWAY: Columbia River and Old Oregon Trail (FAR 1)
COUNTY: Morrow

2100 Present ADT (19 61)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	75	1.7	128	102	450	45,900
3	35	1.7	60	48	1000	48,000
4	30	1.7	51	41	1250	51,250
5	215	1.7	366	291	3180	925,380
6	5	1.7	9	7	2570	17,990
				489	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,088,520

NINE YEAR EWL 9,796,680

TRAFFIC COEFFICIENT 8.8

A-2-a

IRRIGON JUNCTION
Old Oregon Trail Highway (FAR 1)
Morrow County

M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	QAD SE	QAD LAR	QAD P20	QAD Mt.	"R" Value	% Nat. Moist.	CLASSIFICATION AASHO	CLASSIFICATION Textural
EB, M.P. 166.0, 10' Rt.	1	0 - 4.0	A.C. - Fair condition														
		4.0 - 6.0	Lovel - To much A.C. for sample.														
		6.0 - 21.0	2.0"	84.2	44.4	16.9	4.6	17	0	49.0	13.3	17.0	0.4	78	3.6	A-1-a	Sa.Gr.
		21.0 - 48.0	2.0"	96.4	94.5	71.9	6.8	19	0	—	—	—	—	57	4.8	A-3	Fine Sar

A-3

TRAFFIC ANALYSIS

1962 - 1967

OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Irrigon Junction

HIGHWAY: Columbia River and Old Oregon Trail

COUNTY: Morrow

2100 Present ADT (1961)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1962	EXPANSION FACTOR	TOTAL TADT 1967	MEAN TADT 1962-1967	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	78		91	85	38.25	3,251.25
3	36		42	39	81.76	3,188.64
4	31		36	34	105.30	3,580.20
5	223		260	242	257.76	62,377.92
6	5		6	6	213.96	1,283.76

406 TOTAL

18 kip s.a./day 201.9

(1962-1967) TOTAL AVERAGE ANNUAL 18 kip s.a. 73,681.77

Total (1962-1967) ~~TWENTY~~ FIVE YEAR 18 kip s.a. 368,409

RATIO

TRAFFIC ANALYSIS
1962 - 1981
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Irrigon Junction
HIGHWAY: Columbia River and Old Oregon Trail (FAR 1)
COUNTY: Morrow

2100 Present ADT (1961)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1962	EXPANSION FACTOR	TOTAL TADT 1981	MEAN TADT 1962-1981	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	78		128	103	38.25	3,939.75
3	36		60	48	81.76	3,924.48
4	31		51	41	105.30	4,317.30
5	223		366	295	257.76	76,039.20
6	5		9	7	213.96	1,497.72
				494 TOTAL		

18 kip s.a./day

(1962-1981) TOTAL AVERAGE ANNUAL 18 kip s.a. 245.8

Total (1962-1981) ~~TWENTY~~ NINETEEN YEAR 18 kip s.a. 89,718.45

RATIO 1,704,651

A-4-a

TRAFFIC ANALYSIS
1961 - 1981
TWENTY YEAR DESIGN PERIOD

SECTION: Irrigon Junction
HIGHWAY: Columbia River and Old Oregon Trail (FAR 1)
COUNTY: Morrow

2100 Present ADT (1961)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	75	1.7	128	102	38.25	3,901.50
3	35	1.7	60	48	81.76	3,924.48
4	30	1.7	51	41	105.30	4,317.30
5	215	1.7	366	291	257.76	75,008.16
6	5	1.7	9	7	213.96	1,497.72
				489 TOTAL		

18 kip s.a./day 242.9

TOTAL AVERAGE ANNUAL 18 kip s.a. 88,649.16

TWENTY YEAR 18 kip s.a. 1,772,983

RATIO

A-4-1

#8047

80N

FORM 81.734.2030

RE | E | RDE | P.E. | FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Pendleton, Oregon 97801

January 25, 1974

RECEIVED
REGIONAL OFFICE

FROM: H. W. Oswald

SUBJECT: Freeway overlay

TO: Dale Allen

In November you mailed out a list of freeway overlay projects prepared by Lyle Watson indicating the following:

	A.C.	Seal
Arlington Interchange-Irrigon Junction	--	1"
Heppner Interchange Section	2"	1"
Irrigon Junction-Stanfield Junction	2"	1"

The pavement between Tower Road Interchange and Ordnance Interchange has been indicating some distress for three or four years. This winter there have been a great many top lift popouts. A one inch seal will not be enough to hold the pavement together. It is recommended that ~~car~~ three inches of asphaltic concrete pavement be placed between Tower Road and Ordnance in addition to the one inch seal. Although it is no longer in Region 5, the pavement between Arlington and Tower Road should be closely examined. I know there are sections where a one inch seal will not be enough.

HWO/sk

Copy to C. Gregg

REFERRED TO

Cole — Reed
Eriksen — Semple
Heger — Watson LWW.
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

RECEIVED
JAN 31 19[illegible]
ROAD DESIGN SECTION

Other

8047

Salem, Oregon

December 28, 1973

MEMO TO THE FILES

ORIGINAL SIGNED BY

R. D. Asburry
Assistant Office Engineer

Arlington Intchge.-Irrigon Jct.
Columbia R. and Old Oregon Trail
Highways

Mr. Lee Zimmerman, Physical Planner, East Central Oregon Association of Counties, was contacted by phone December 26, 1973 regarding their Clearinghouse report on the subject project, wherein it was indicated that the project had adverse effects and they disapproved, also the request that a large portion of the funds be allocated to state secondary highways within District 12. Mr. Zimmerman indicated that in fact the subject project did not have adverse effects, but it was the thinking of the Association that more benefit would be derived to the traveling public if the funds were used to upgrade state secondary roads.

It was pointed out that these funds are dedicated for use on interstate highways only and could not be diverted to secondary roads. Mr. Zimmerman stated that they did not want to lose the funds. If they could be spent only on interstate they would approve the project, but that the Association still wanted to be on record that they thought the secondary roads were in more need of this type of work than the interstate. He also stated that a revised report would be submitted.

RDA:bb

cc: Lee Zimmerman
William Kramer

8048 Deschutes River Bridge Sec. 1974
of Warm Springs Hwy.
(Footbridge)

#27676

8

UNION PACIFIC RAILROAD COMPANY

REAL ESTATE DEPARTMENT

L. T. MONACO
DISTRICT REAL ESTATE MANAGER
(503) 288-6321

ROOM 600 PITTOCK BLOCK
P. O. BOX 4265
PORTLAND, OREGON 97208

July 27, 1977

27676 - Miller, OR

FOOTBATH · E.END DESC. RU.BR.
COLUMBIA RU. HWY
SHERMAN COUNTY
R/W FILE 35349.

Mr. J. E. Chidsey, P. E.
Railroad & Utility Engineer
State of Oregon, Highway Division
Highway Building
Salem, Oregon 97310

...TED
...S. HUNTER

Dear Mr. Chidsey:

Please refer to your letter of June 29, 1977 in connection with extension of agreement Dept. No. 27676 in favor of the State of Oregon covering use of footpath, your R/W File 35349.

In your letter you have requested that our company grant the Oregon Department of Transportation, Highway Division, a permanent easement for the footpath covered by this agreement. However, present company policy prevents us from doing so and we are preparing a ten-year extension of the existing agreement without charge.

Very truly yours,

L J Monaco

RECEIVED
STATE HWY ENGR
AUG 1'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

XC: E.S. Hunter
R.L. Schrueder
J.L. Soccis
J B Boyd
C M Williams
R.S. Hawkins

RECEIVED
JUL 29 1977
RR & UTILITY UNIT

NOTED
J. E. CHIDSEY

#8048

bc: E. S. Hunter ROW 18-2
R. .. Schroeder
J. L. Sollis
J. B. Boyd
C. M. Williams
R. S. Hawkins

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Union Pacific Railroad Co.
P.O. Box 8979
Portland OR 97310

June 29, 1977

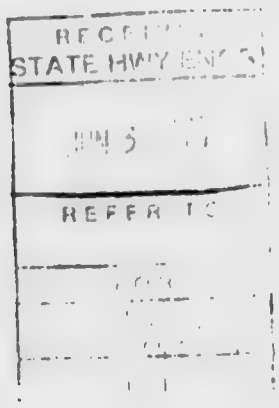
Extension Request Agreement
Dated August 29, 1962
Footpath under East End of
Deschutes River Bridge.
Columbia River Highway
Sherman County
UPRR File D 315-2-96
R/W File 35349

Dear Sir:

On August 29, 1972, an agreement was entered into between the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and the Oregon State Highway Commission wherein the Oregon-Washington Railroad & Navigation Company granting to the Highway Commission the right to construct and maintain a footpath under the Union Pacific Railroad Company tracks at UPRR milepoint 99.38 in Sherman County. The original agreement expired by limitation on August 31, 1967.

On May 24, 1972, a five year extension rider of this permit was approved by the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and the Oregon State Highway Commission. This extension riders expires on August 31, 1977.

If possible, it would be appreciated if the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, could grant to the Oregon Department of Transportation, Highway Division, a permanent easement for this footpath. This would eliminate the necessity for requesting extension of this permit every five years. If this is not possible, it would be appreciated if an additional five year permit could be granted. Please prepare the necessary documents covering either the permanent easement or the five year extension rider and forward them to my office for execution on behalf of the Oregon Department of Transportation.



Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db

Form 81-734-3123

8048

8-20-76

WARM SPRINGS TRIBAL COUNCIL

Points of Impact
Since 1969

Item 1 - Deschutes River Bridge, MP 105.24

In April, 1973, in a meeting between Klaboe, et. al., and the Tribal Council, this matter was discussed. Again, in February, 1974, it was discussed and the footbridge was put under contract. This bridge was built in 1974 with an authorization of $75,000.

Later, State forces built a footpath under the bridge to keep the pedestrians and vehicles from mixing. This bridge has only 24-foot hub clearance and the footbridge is a help to pedestrians.

Item 2 - Left Turn Refuge-Warm Springs Forest Products Mill, MP 104.80

This was studied in depth in April, 1969. No high priority as to Highway was discussed. As is our custom with commercial installations, we offered to build this left-turn refuge at the Tribe's expense. Estimated cost is $35,000.

In February, 1974, this same subject was discussed between Klaboe and the Tribe. In April, 1974, Region and the Tribe discussed this subject. A traffic study was again completed and it was pointed out that a two-lane bridge across Shitike Creek at the entrance would greatly facilitate traffic flow and safety. Estimated cost of channelization, $55,000.

This problem was still felt to be mill caused and the responsibility of the Forest Products Mill. We repeatedly told the Tribe that they could help themselves by building a two-way bridge on their property. No response. In November, 1974, the same subject was discussed and the Tribe was told we did not have the money for a left-turn refuge.

In January, 1976, Sam Johnson asked questions about the Forest Product entrance. In February, 1976, Klaboe answered Sam Johnson that we feel this is a Tribal responsibility.

Item 3 - Channelization at Main Entrance to Kah-neeta and the Agency, MP 103.28

This was brought up in April of 1973 and again in April, 1974. In January, 1976, I reported to Mr. Klaboe that this channelization to public roads could be built by Region. However, the Tribe would have to alter the road connection from Kah-neeta and perhaps alter some internal traffic at the Agency.

In March, 1976, Region had a meeting with Manager Smith of the Tribe and explained our position and asked if the tribe would cooperate. In April, 1976, we asked Salem Traffic to cooperate in our study as soon as we received the Tribe's request to proceed. In June, 1976, the Tribe indicated they wished to go ahead with the study.

NOTED
R. L. SCHROEDER

I will submit a Request for Authorization to proceed with this study and plan immediately. This is a worthy project, but I may need some financial assistance from Administration. Estimated cost is $150,000.

Item - From 3 to 2 - MP 103.28 to MP 104.80

This is a three-lane proposal from the Agency to the Deschutes River to accommodate local traffic and help the Forest Products Mill entrance. Traffic is 3700 ADT; estimated cost is $400,000.

Item 4 - Guard Rail near School House, MP 103.10

This was brought up in January, 1976. We could find no record of an accident in this area. However, the Tribe says a car left the road and ended up in the school yard.

The slope and height of this area does not require guard rail. I did offer to build a dirt berm to deflect traffic if the Tribe agreed. No answer.

I hesitate to put up an obstacle for traffic based on one freak traffic accident.

Item 5 - Stock Passes Not Suitable, MP 90.13 to MP 102.83, (A, B, C, D, & E)

This was brought up in February, 1974, in a meeting of the Tribe and Klaboe. In April, 1974, Region and the Tribe looked at and discussed this problem.

The equipment and underpasses were adequate and according to standards when built. We inspected them for cleanliness and found that they were in good shape.

I suspect that the Tribe wishes to ride a full-grown horse through these places at a full gallop. Klaboe told them if they had specifics, to list them. We have heard nothing since.

Item 6 - Rest Area at Mill Creek, MP 92.68

A scenic, spectacular location. A good place for a rest area, as suggested at a meeting between Klaboe and the Tribe in February, 1974.

However, because of financial difficulties, we have declared a moratorium on rest area construction. The maintenance of this area would be expensive and long lasting.

Item 7 - Left-turn Channelization at Simnasho Road (Road to Kah-neeta), MP 84.82

This was brought up in April, 1973, as well as a left-turn refuge on the Wapinitia Highway to Kah-neeta. The traffic on the Wapinitia is only 500 ADT. The State feels that no channelization is necessary.

The refuge at the Simnasho Road on the Warm Springs was discussed again in April, 1974. This channelization was constructed by State forces in the fall of 1974 at a cost of approximately $40,000.

Item 8 - Beaver Springs Comfort Station, MP 75.77

This is a small, quiet, outside toilet rest area along Beaver Creek, a delightful spot. In April, 1974, at a meeting between the Tribe and Region, we were asked to take over care and maintenance of this area.

We told them at the time that they could ask Administration by letter, but we didn't feel we should take on another rest area, especially with the pit-type toilets.

In the February, 1974 meeting between Klaboe and the Tribe, they asked us to do extensive fence repair and replacement. This fence was installed during the contract by the State; but, the care and maintenance is up to the property owner, in this case, the tribe.

Region finds it difficult to deal with the Tribe and the manager. Not that they are difficult people to work with, but there seems to be no executive head; just a blur of changing persons, each with their own request. Every year, they make a journey to Salem to see the Commission or the Administrator with mostly the same old demands and a few new ones. It seems that during the subsequent months, Region is planning, surveying and estimating projects and meeting or trying to meet with the Tribe to discuss details. By that time, the Tribe is back to Salem or Sam Johnson.

It is frustrating; although they appear to listen, they don't hear. Especially, when Klaboe or Region tells them NO!!

Salem Traffic is studying the internal Agency traffic and the ingress and egress of the Warm Springs Highway. A report is due soon. Then, we will proceed with the survey and plans to construct a left-turn refuge at the Agency-Kah-neeta entrance.

CMW:mr

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
FOR
Info | Lvl | R/D | D/R | Sign | Act | File

6041

files

PEERLESS INSURANCE COMPANY

KEENE, NEW HAMPSHIRE 03431

One SW Columbia, Suite 660, Portland, Oregon

October 17, 1975

Contract No. 8048

Mr. Peery T. Buren
Attorney at Law
207 Pioneer Trust Building
Salem, Oregon 97301

Dear Mr. Buren:

In response to your letter of October 8, on behalf of Vulcan Steel Company, subcontractor to F.G. Scott Construction Company, I took the subject up with the office of Scott's Construction Company and they said that they were writing you about the subject.

I understand this job was finished January 16, 1975 and accepted on April 18,1975.

Yours truly,

PEERLESS INSURANCE COMPANY

Herman GRimmer

HG:dm

cc: F.G. Scott Construction Co.
C.W. Head, Commission Services
Department of Transportation

RECEIVED
OCT 20 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8048

October 14, 1975

Mr. Peery T. Buren
Attorney at Law
207 Pioneer Trust Building
Salem, OR 97301

Dear Mr. Buren:

This is in response to your letter of October 8 on behalf of Vulcan Steel Company (subcontractor) advising us that F. G. Scott Construction Company owes them for miscellaneous iron and structural steel and metal work in the amount of $590.63.

This appears to be in connection with the F. G. Scott Construction Co., Contract No. 8048 in Jefferson County.

The Peerless Insurance Company furnished the performance bond on this contract. This project was completed on January 16, 1975, and was accepted on April 18, 1975.

We note that you have sent copies to the Secretary of State and the surety. Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
cc Peerless Insurance Company
(Rathbone, King and Seeley)
310 S.W. 4th Street
Portland, OR 97204

F. G. Scott Construction Co.
3680 Brooklake Rd., NE
Salem, OR 97305

10-14-75 Noted on card
fkn

TELEPHONE 364-0141

PEERY T. BUREN
ATTORNEY AT LAW

207 PIONEER TRUST BUILDING
STATE AND COMMERCIAL STREETS
SALEM, OREGON 97301

8 October 1975

Mr. Clay Myers
Secretary of State
State Capitol Bldg.
Salem, Oregon 97310

and

Peerless Insurance Company
% Rathbone, King & Seeley
Board of Trade Bldg.
Portland, Oregon

and

Mr. Cecil Head
Commercial Services Office
121 State Highway Bldg.
Salem, Oregon 97310

Re: Project: Footbridge, Deschutes River Bridge,
Warm Springs, Jefferson - Contract #8048,
Prime Contractor, F. G. Scott Construction Co.
Sub-contractor, Claimant - Vulcan Steel Company

Gentlemen:

This letter is being prepared in triplicate counterparts, one for each of the addressees named above.

I am one of the attorneys for Vulcan Steel Company, a Salem based firm, which was a subcontractor for miscellaneous iron and structural steel and metal work on the above project. We understand that the acceptance date on this general contract was 18 April 1975. The principal contractor, F. G. Scott Construction Co., has wrongfully refused and continues to refuse to pay to Vulcan Steel the sum of $590.63, which it owes our client for the balance of retainage, plus the sum of $105.00 for equipment rented by the contractor from our client for use on some other job and is probably not therefore legally involved in the above-referenced contract.

Demand is herewith made that our client's claim for $590.63, set forth above, be paid from such sums as the State of Oregon

may still retain on this contract. This is also to be considered as a joint and several demand for payment of last said sum by Peerless Insurance Company, the surety for the prime contractor.

If any addressee desires any further information or completion of any forms or other filings, please so notify this office.

Very truly yours,

Peary T. Buren
Robert J. Thorbeck

By Robert J. Thorbeck

cc: Vulcan Steel Company
Updegraff & Lanmer Insurance, Inc.
P. C. Scott Construction Company

RECEIVED
OCT 10 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

D 8048

June 5, 1975

Rathbone, King & Seeley
Board of Trade Building
Portland, OR 97204

Gentlemen:

A post-final payment for $347.68 will be made to F. G. Scott Construction Company on Contract No. 8048 for work on the Deschutes River Bridge Section of the Warm Springs Highway in Jefferson County as soon as the warrant is prepared.

The total amount paid on this contract will be $65,163.57 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc F. G. Scott Construction Co.
3680 Brooklake Road NE
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. M. Williams

fkn/hb

8048

R

May 9, 1975

Bathbone, King and Seeley
310 S.W. 4th St.
Portland, OR 97204

Gentlemen:

A post-final payment for $675 will be made to F. G. Scott Construction Co., on Contract No. 8048 for a footbridge on the Deschutes River Bridge of the Warm Springs Highway in Jefferson County.

The total amount paid on this contract will be $64,815.89. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc F. G. Scott Construction Co.
3680 Brooklake Rd., NE
Salem, OR 97305

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

80-17

R

April 28, 1975

Rathbone, King & Seeley
Board of Trade Building
Portland, OR 97204

Gentlemen:

On April 23, 1975, we wrote to you concerning release of final payment on Contract No. 8048 awarded to F. G. Scott Construction Co. for work on the Deschutes River Bridge Section of the Warm Springs Highway in Jefferson County.

Final payment on this contract is $3,021.22 and the total contract amount is $64,140.89. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc F. G. Scott Construction Co.
3680 Brooklake Rd., N.E.
Salem, OR 97305

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8048

R

April 23, 1975

F. G. Scott Construction Company
3680 Brooklake Road, N.E.
Salem, OR 97305

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8048 for work on the Deschutes River Bridge on the Warm Springs Highway in Jefferson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of nine days is granted which leaves 9 1/2 days in effect. This extension is for items 2, 4 and 5 of your request.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
N. D. Krehbiel
Robert Church

JAB:fr dpy

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 22, 1975

FILE: CON 5 #8048

NOTED

H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Deschutes River Bridge Section
Contract No. 8048
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

18½

F. G. Scott Construction Company requests an 11 day extension on five reasons. The project was completed January 16, 1975 with ~~16½~~ days liquidated damages accrued. Note that the contractor's request is dated January 21, so he apparently knowingly did not ask for complete extension. Three of the reasons are related to actual work changes and the others are an alleged 1 day delay in inspection of treated lumber and a 5 day delay in processing a specification change on painting. This latter item relates to a change which was ultimately covered by a price agreement with a credit to allow shop application of all 5 coats of paint on the structural steel. It was originally proposed and approved by the field with no credit to the State. We objected to this and on re-examination, the Region and the contractor agreed to an $883 credit for the more convenient shop application.

The Resident has made a quite complete analysis of all five reasons and recommends 10 days extension. I cannot agree with the 1 day he recommends on the first reason. This concerns a dimensional change in one of the abutment footings. I can't see where this one day could have delayed the overall project completion. The footing work was done the very first week of job activity in August, 1974. The contract then went through about six weeks with no activity at the job site. Prefabrication work was being done elsewhere apparently. One day more or less at the job site at that early stage would have had no affect on the final completion date. I therefore recommend a 9 day extension which leaves 9½ days in effect, or a total of $712.50.

This was a State project. Rough draft letter to the contractor is attached.

$9 + 9\frac{1}{2} = 15\frac{1}{2}$? / which is correct $18\frac{1}{2}$

$15\frac{1}{2}$?

JAB:fr

Att.

cc: Robert Church

RECEIVED
APR 23 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8048 Contractor F. G. Scott Construction Co.

Highway Warm Springs

Section Deschutes River Bridge

Kind of Work Footbridge

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

1.) Design change of Pier 1 footing initiated by State - 1 day.
2.) Unanticipated need for filler plates for proper attachment of sidewalk beams - 1 day
3.) Abnormal amount of work required for adjustment of handrail posts to get satisfactory vertical alignment - 3 days.
4.) Time delay in processing contractor's request to allow for shop application of final finish coat of paint - 5 days.

Total Additional Time Recommended: 10 days

Construction recommendation: Concur in above except for item 1 which did not delay project.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8048
Project designation	State (State-Federal)
Date awarded	July 30, 1974
Work started	August 26, 1974
Per cent completed	100% January 16, 1975 (Date) @ 12:00 Noon
No. of Workdays Allowed	135
No. of Workdays Used	153½
No. of Added Workdays Requested	11

B-320 (Rev.)—324—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 1-21, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 135 days to 146 days, within which to complete our Contract No. 8048, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

F. G. Scott Const. Co.
Contractor

By Wayne Warren, VP

CONSENT OF SURETY

Date ....., 19.....

We, ...

.....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

F. G. SCOTT CONSTRUCTION COMPANY

3680 BROOKLAKE ROAD, N.E.
SALEM, OREGON 97305
Phone 393-1906

Jan. 21, 1975

Department of Transportation
2128 Highway 97 South
Redmond, Oregon 97756

Attn: Norman Krebbiel

RE: Deschutes River Footbridge
Contract #6048

Gentlemen:

The following is a breakdown of request for additional time in calendar days:

1. Change design of abutment footing on north end of bridge - Had to rebend steel for change..... 1 day

✓ 2. Additional shims on sidewalk bracket beams not shown on contract drawings..... 1 day

3. Untimely inspection on treated lumber (Inspection was to be made the morning of 12/30/74, was not made until the morning of 12/31/74)..... 1 day

✓ 4. Additional work time for aligning railing posts..... 3 days

✓ 5. Time lost waiting on final decision for shop applying final finish paint coat..... 5 days

Total additional calendar days requested.....11 days

If you have any questions, please contact our office.

Sincerely,

Wayne Warren

Wayne Warren, Vice President

CWW/bs

RE RME RCE FAE
RTE RECEIVED ENV
RUE APR 8 1975 RDE
RSO REGION 4 RBE
ASSIGNED

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

FILE: CON 5
8048

Redmond, Oregon
April 7, 1975

SUBJECT: Deschutes River Bridge
Contract No. 8048

To: Carl M. Williams
Regional Engineer
BEND

Enclosed is a request for extension of time from 135 calendar days to 146 calendar days on this contract.

The enclosed contractor's letter accompanying the request listed five items which the request was based upon. Following is my analysis of the five items:

Item #1: Change design of Pier 1 abutment footing. One day requested.

A portion of the footing was stepped and lowered to provide better bearing on the sloping ground, which also increased the wall height. The extra concrete and reinforcement was paid for under their respective bid items. There was extra time involved in the extra excavation and forming for the deeper footing and higher wall. I feel that the one day requested is reasonable and justified.

must have been during first week of work.

Item #2: Additional shims on sidewalk beams. One day requested.

It was discovered during the contract that a $\frac{1}{2}$"x3$\frac{1}{2}$"x2'-4" filler plate would be needed at Piers 2, 3, 4, 5 and 6 because of an overlap of new sidewalk beams on an angle leg on the existing stringer (sketch attached). This required the contractor to furnish and install these five filler plates. I feel that one day for fabrication and installation of the plates is reasonable.

Item #3: Untimely inspection of treated lumber. One day requested.

Per phone call to Larry Miller in Ed Rief's office, Permapost (timber supplier), called his office December 26, 1974 requesting an inspection of the timber for December 30, 1974 a.m. On December 30, 1974 a.m., the inspector called Permapost to verify the timber was ready for inspection, and at this time Permapost changed the time to noon on December 30, 1974. Per Larry Miller the inspector was at the Permapost plant at noon or prior to noon. Also, Pat Foster, forman for F. G. Scott, called this office on December 30, 1974 and informed us that his office had called and told him that the timber had been inspected and accepted on December 30, 1974, but would not be delivered to the jobsite until December 31, 1974. I feel this item is unjustified and should be denied.

Item #4: Additional time for aligning rail posts. Three days requested.

The project plans called for shimming the rail posts horizontally, but no mention was made of any vertical alignment. The new sidewalk bracket beams have a bearing surface of 28½" against the web of the existing longitudinal beam and extend approximately 9'-2" from the web of the existing longitudinal beam. Any variation from plumb in the web of the existing longitudinal beam magnified the vertical variation at the end of the sidewalk bracket. After the erection of all the sidewalk bracket beams the vertical alignment was extremely poor. The contractor assumed the responsibility for correcting the alignment and by setting intermittent posts and stretching piano wire obtained a very satisfactory vertical alignment. Because of the poor vertical alignment the rail posts had to be re-drilled and treated and original holes plugeed with treated dowels. This work was quite time consuming. There was a total of five days spent on erecting the posts and at least three days were spent in the aligning, measuring, re-drilling, treating and plugging of the posts. Under "Timber Structures", the second paragraph of Section 520.01 states that the "work shall be performed in conformance with these specifications and in reasonably close conformity to the line, grades and dimensions called for by the plans or established by the engineer." The poor vertical alignment was caused by the existing longitudinal beams over which the contractor had no control, and with very little engineering assistance obtained a pleasing vertical line by vertically adjusting the rail posts. The plans called for horizontal alignment by shimming with spacers, but gave no control for vertical alignment. The amount of money and time the contractor spent on the alignment work against the money received for the railing was more than would normally be expected. I recommend that the three days requested be allowed.

Item #5: Time lost on waiting for final decision for shop applying final finish paint coat. Five days requested.

This office received a proposal from the contractor to shop apply all coats of paint on structural steel in the shop on September 3, 1974. A price agreement was submitted to Salem for approval of this specification change and the contractor was informed by phone and letter on November 7, 1974 that it was not approved. On November 25, 1974 the contractor again proposed this change with a credit to the State of $883.00 and a price agreement was submitted to Salem for approval on December 10, 1974. The contractor was given verbal approval on this price agreement on December 9, 1974. The date on which the steel was ready for the final finish coat (5th coat) is not available from the material section inspector in Salem, but logically could have been ready November 29, 1974. This date is based on one coat per day starting November 25, 1974. Based on this assumption there could feasibly have been an eleven day delay in waiting for our decision. Although this price agreement was at the contractor's request, it also resulted in a savings to the State of $883.00 plus approximately one week of

This first proposal was with no credit change

flagging time which would be around $1,000 for a net savings of approximately $1,900. Shop painting began on the steel November 25, 1974 and as stated above the contractor was given approval for the final coat to be shop applied on December 9, 1974. Because there was a considerable amount of time involved in arriving at this specification change so that it was mutually acceptable and beneficial to both parties, after which it became a part of the contract, I feel that granting five out of a possible eleven days delay is equitable.

In summary of the five items, I recommend ten days of the eleven days requested be granted. The total overrun of time on this contract was 18½ calendar days.

N. D. Krehbiel
Resident Engineer

Encl.
cc: File

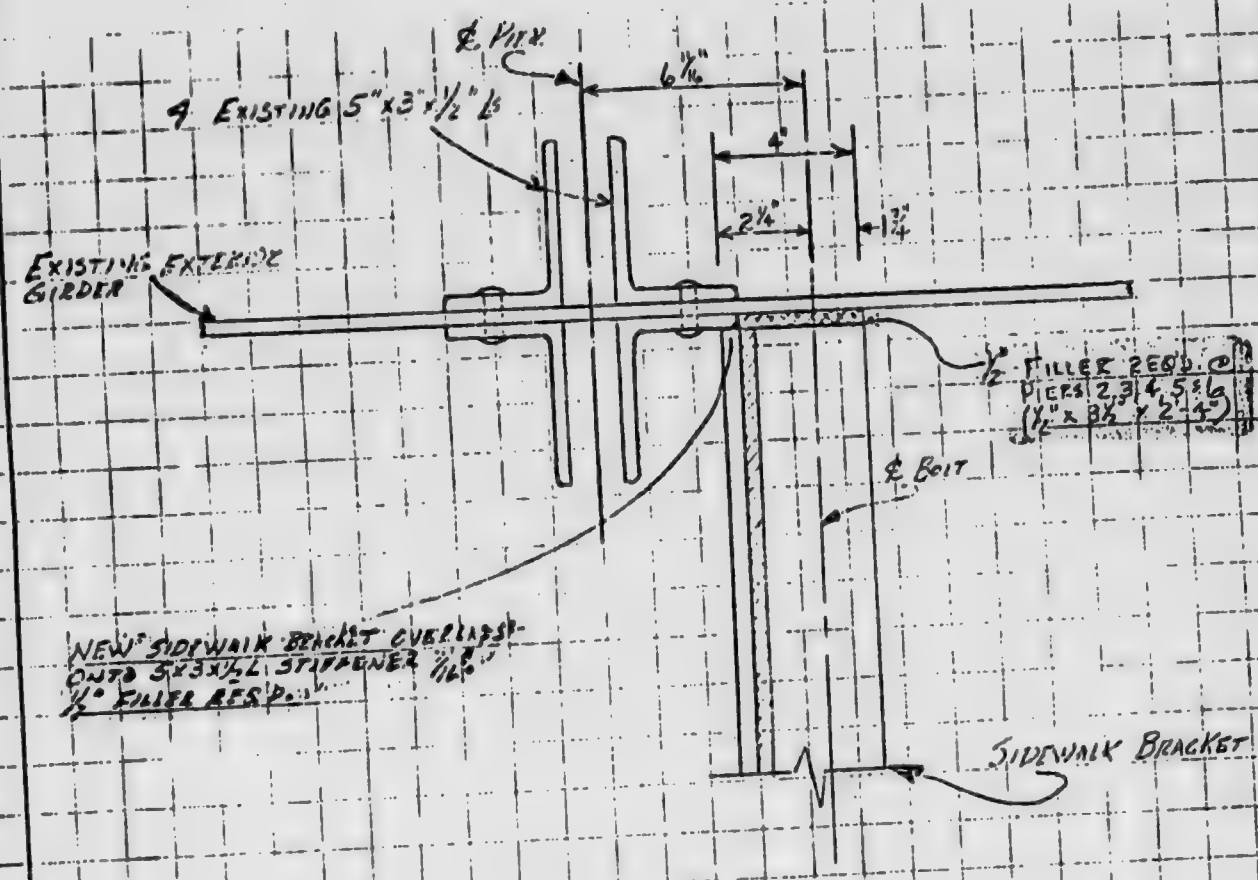
OREGON STATE HIGHWAY DIVISION | FINAL QUANTITY CALCULATIONS | SHEET 1 OF 1 SHEETS

NAME OF JOB [illegible] BRIDGE NO. 1910A

MADE BY Q Ilns 3/[illegible]/1975 CHECKED BY _____ 19__ BACKCHECKED BY _____ 19__

CONTRACT ITEM NO. | REFER DWG. NOS.: | FIELD BOOK NO. | PAGE | TOTALS

EXTRA FILLER PLATES REQ'D @ PIERS 2, 3, 4, 5 & 6


℄ PIER
6 1/16"
4 EXISTING 5"x3"x1/2" L's
4"
2 1/4"
1 3/4"
EXISTING EXTERIOR GIRDER
1/2" FILLER REQ'D @ PIERS 2,3,4,5 & 6 (1/2" x 8 1/2" x 2' 4")
℄ BOLT
NEW SIDEWALK BRACKET OVERLAPS ONTO 5"x3"x1/2" L STIFFENER 7/16" 1/2" FILLER REQ'D.
SIDEWALK BRACKET

Sheet Total

8048 R

FORM 81-734-5001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Deschutes River Bridge	WEEK ENDING: March 29, 1975
		SECTION PREFIX: 16-1109
	HIGHWAY: Warm Springs	COUNTY: Jefferson
NAME OF JOB: Deschutes River Bridge	KIND OF WORK: Footbridge	
CONTRACTOR: F. G. Scott Construction Co.	CONTRACT NUMBER: 8048	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 30, 1974	DATE WORK STARTED: August 26, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 135	WORK DAYS USED / CALENDAR DAYS USED: 153½
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $ 76,317.69		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr.: 100
EXCLUSIVE OF ENGINEERING: $ 69,652.39	ENGINEERING AUTHORIZATION: $ 6,665.30	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. engr.: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 64,410.19	ENGINEERING COST TO DATE: $ 6,208.64	DATE PROJECT WAS COMPLETED: January 16, 1975
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.5 %	PERCENT OF AUTHORIZATION: 93 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3/23	Snow, cold	0		Project complete
MONDAY 24	Cloudy, cold	0		
TUESDAY 25	Cloudy, cold	0		
WEDNESDAY 26	Cloudy, cold	0		
THURSDAY 27	Clear, cold	0		
FRIDAY 28	Clear, warm	0		
SATURDAY 29	Clear, warm	0		

Knapp K. Scofield S
Bond Glenn
Jackmond APR 1 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

RECEIVED

8048

FORM E-26

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

The DAlles, Oregon 97058

NOTED
H. S. COULTER

DATE February 18, 1975

TO C. M. Williams
Regional Engineer

FROM Richard S. Hawkins
District Engineer

RCE RE RME RCE FAE
RTE RECEIVED ENV.
RUE FEB 20 1975 RDE
RSO REGION 4 RBE
ASSIGNED

SUBJECT Pathways for Foot Bridge
Deschutes River, Warm Springs

The final cost for the construction of the connecting paths to the new foot bridge on the Deschutes River at Warm Springs came to $4,657.12. This covers men, equipment, materials and per diem.

Whether or not the costs are below or above what a contractor could have done the same work for, I feel that our maintenance men did a fine job, and, with a little more experience, we could do even a better job.

If further data is required, please advise.

RSH:lo

District 9 - Extra good and a fine job at this location. The concept & workmanship were very good.

Carl M. Williams

cc: H. S. Coulter

RECEIVED
MAR 3 1975
Office of
Assistant State Highway Engineer

8048

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 31, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Specifications Unit

NOTED
E. S. HUNTER

SUBJECT Footpaths and Bicycle Trails for
DESCHUTES RIVER BRIDGE SECTION

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
1	TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM			6,000.00
2	TEMPORARY SIGNS	SQ FT	150	4.00	600.00
3	FLAGMEN	HOURS	190	11.00	2,090.00
4	ALTERATIONS TO EXISTING STRUCTURE	LUMP SUM			1,400.00
5	STRUCTURAL CONCRETE	CU YDS	7	350.00	2,450.00
6	METAL REINFORCEMENT	LBS	650	.50	325.00
7	STRUCTURAL STEEL	LUMP SUM			40,268.00
8	LUMBER AND TIMBER, TREATED	MFBM	13	1,040.00	13,520.00
			TOTAL		66,653.00

Width: 6' Length 420

Total of all contract items $ 66.653

100 % of contract in footpaths and bicycle trails.

RECEIVED
1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

8048

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1974

TO Transportation
Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
July 16 and July 25 Bid Lettings

Bids will be taken July 16 and July 25 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

July 16 Bid Letting

1. Shutler Station - Olex
John Day Highway, Gilliam County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Willow Creek - Vale
John Day Highway, Malheur County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

3. Odell Butte - The Dalles-California Highway
Willamette Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Fort Klamath - Lobert Junction
Crater Lake Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

5. Oregon City - Carus
Cascade Highway, Clackamas County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

July 25 Bid Letting

1. Arlington Interchange - Irrigon Junction
Columbia River Highway, Gilliam and Morrow Counties

Grade, Pave, Guardrail and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

2. Irrigon Junction - Stanfield Junction
Columbia River Highway, Morrow and Umatilla Counties

Grade, Pave and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

3. West Fremont Interchange
Stadium Freeway, Multnomah County

Roadside Improvement and Mini-Park Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Ruline
Gary Sund
R. E. Whipps

WHW:ko cm

4. Main Avenue and Third Street (Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

Grade and Pave Project

Concrete sidewalks will be incorporated in this project on a replacement-in-kind basis.

5. Winston-Shady Interchange
Coos Bay - Roseburg and Dillard Highway
Douglas County

Grade, Pave, Structures and Signals Project

An eight-foot Class I bicycle/pedestrian facility separated from the highway will be provided along the length of the project.

6. Deschutes River Bridge
Warm Springs Highway, Jefferson County

Footbridge Project

The purpose of this project is to provide a pedestrian bridge across the Deschutes River. This project will be charged to the Bikeway Program.

7. Fort Stevens State Park
Clatsop County

Paving Project

This project includes asphalt concrete bikeway surfacing within the State park, which will provide an extension of the park's bikeway system.

8. Oswald West State Park
Clatsop and Tillamook Counties

Trail Construction Project

A pedestrian trail will be provided within the State park.

These projects will be on the agenda for your consideration at the July 30 meeting and your approval is requested.

8048

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 21, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Deschutes River Br. Section
Warm Spgs. Hwy., Jefferson Co.

Tribal Council Representatives of the Confederated Tribes of the Warm Springs Reservation requested construction of a footbridge to be attached to the Deschutes River Bridge at M.P. 105.36.

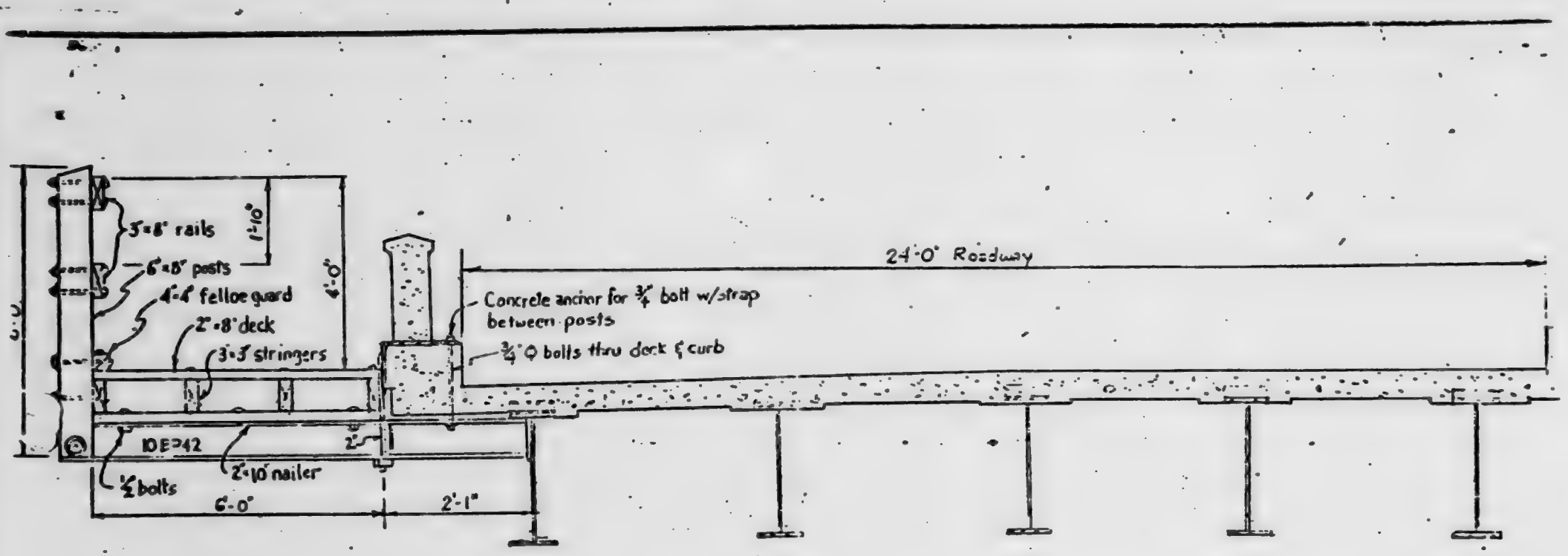
Preliminary studies have been made by our Bridge Design Section which indicate a 6-foot wide steel and wood footbridge can be secured outside the hand-rail parapet for an estimated cost of $40,000.

I recommend construction of this footbridge which will provide the river crossing necessary for a proposed footpath now being studied by our Regional office. Authorization is requested to place this project on our current state construction program with letting proposed this summer.

This matter will be on the agenda for your consideration at the March 27 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
E. S. Hunter
V. E. Skoog
L. W. Rulien
C. M. Williams
B. L. Gifford
Gary Sund
R. E. Whipps

BLG:bb dpy



Est. Cost ~~#13,500.00~~ $28,500

+40% Est ~~7,500.00~~ 11,500

~~#26,000~~ $40.000

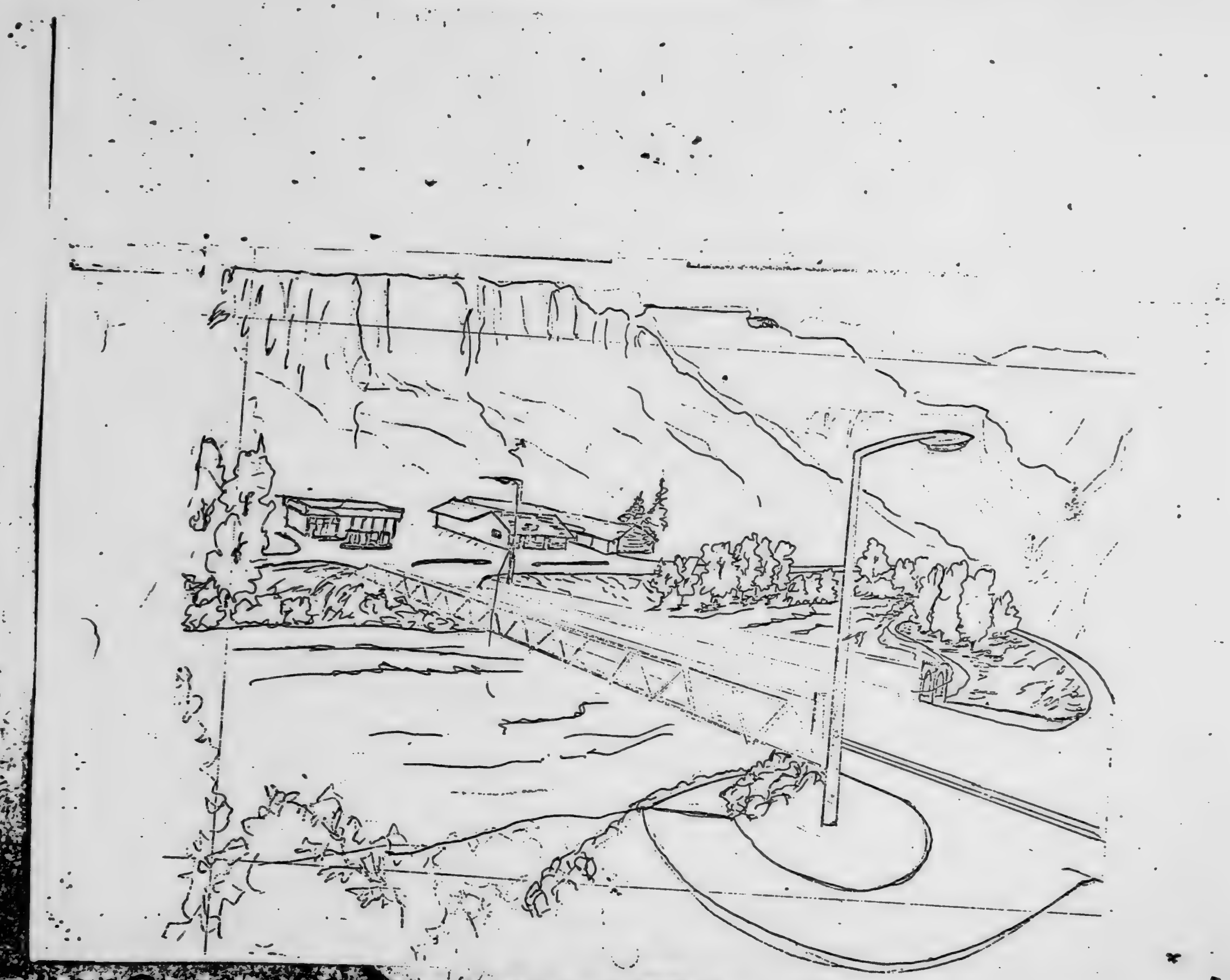
LCW
3-19-74

OREGON STATE HIGHWAY DIVISIO:
BRIDGE SECTION

SIDEWALK
DESHUTES RIVER BRIDGE
WARM SPRINGS HWY JEFFERSON C

APPROVED.
BRIDGE ENGINEER

DATE 2-19-74 BRIDGE NO. 1910
DESIGNED
DRAWN GDA DRAWING NO.



OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE February 19, 1974

TO MEMO TO THE FILE

FROM E. S. Hunter
Assistant State Highway Engineer

RECEIVED
FEB 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Meeting between Warm Springs Tribal Council and State Highway Division Representatives

At 1:00 P.M., February 15, 1974, Tribal Council Representatives of the Confederated Tribes of the Warm Springs Reservation met with Highway Officials regarding matters concerning the Warm Springs and Wapinitia Highways through the Reservation. Attached is a copy of the agenda and an attendance roster. Disposition of the agenda items was as follows:

MP 10:.36
Hwy. 53
JEFF CO

1. The delegation presented a Council resolution requesting improvement of the Warm Springs Highway at the entrances to the Tribal mill. Mr. Klaboe indicated that the Region would immediately investigate the need for the improvement, check the permit procedures and if an improvement is needed recommend a method of financing.

2. Deschutes River Footbridge. The delegation presented a sketch showing an artist's conception of a footbridge proposed to be attached to the existing highway crossing of the Deschutes River together with a footpath underneath the existing structure and pedestrian illumination. Mr. Klaboe indicated that he would recommend to the Commission that the footbridge be constructed. The need for construction of the additional footpath is to be investigated by the Region and a report submitted on its feasibility. It was agreed that the footbridge would be six feet wide and constructed in the summer of 1974. ✱

3. A proposed layout of the Simnasho Junction channelization was approved by the delegation. The Region is to construct the improvement with maintenance forces during the summer of 1974.

BEN GIFFORD

✱ Ed - I presume this will be done by contract. Please submit letter according to existing programs. 2

4. The delegation submitted a map showing the location of cattle passes they recommended for construction. The Region is to meet with Tribal Council representatives and go over the proposal in the field and report on the feasibility and need for the proposed cattle passes together with a recommendation for funding. Any maintenance required on existing cattle passes is to be performed by the maintenance crews consistent with the responsibilities outlined in agreements between the Warm Springs Tribes and the State Highway Division.

5. The delegation and BIA representatives indicated that the fences built under the above mentioned agreements now needs to be rebuilt and they feel that the OSHD still has a responsibility in the matter. Mr. Klaboe suggested that the Tribe send a letter explaining their proposal. Members of the delegation also explained their concern regarding the need for a big game fence at certain locations through the Reservation. The Tribe is conducting a study which they hope will establish the regular game crossing routes. Mr. Klaboe indicated that the Highway Division would be happy to work with the Tribe toward a demonstration project.

6. The delegation indicated that the livestock passes need cleaning and drainage improvement through the McQuinn Strip. Mr. Klaboe requested the Region to go over the area with representatives of the Tribe and make a report on their request and do what maintenance is indicated by the inspection.

   The matter of obtaining highway right of way through the McQuinn Strip was also briefly discussed and Mr. Boyd explained that the right of way needs of the Highway Division have been outlined on a map and given to the Tribal Council. A BIA representative indicated that they were reviewing this matter and would respond in the future.

7. The delegation requested that the Highway Division consider construction of a rest station at Mill Creek utilizing BOR funds. Mr. Klaboe indicated that we might be interested in a cooperative effort. The Tribe is to explore the possibility of utilizing BOR funds. No further action is necessary at this time.

Copies of the resolution, agenda, attendance roster, footbridge proposed by the Highway Division, footbridge and footpath proposed by the Council, and the BIA map of additional cattle passes is attached.

ESH:jf
Attachments

cc: F. B. Klaboe
A. E. Johnson
J. B. Boyd
C. M. Williams
R. C. Pool
R. S. Hawkins

RECEIVED
STATE HWY ENGR
FEB 20 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 5 1974
PROJECT MANAGEMENT SECTION

WHEREAS, The Confederated Tribes of the Warm Springs Reservation of Oregon have, through the years, appreciated the cooperation and assistance of the Oregon State Highway Commission in providing the region with an excellent highway system for moving people and goods safely through the Reservation area; and

WHEREAS, The Tribal Council of the Confederated Tribes now wishes to call the highway divisions attention to a serious problem regarding present traffic movements along Highway 26 at approximately Mile Post 104 in the vicinity of the Warm Springs Forest Products Industries; and

WHEREAS, The Council has had several meetings to review these present conditions, and after considerable thought define the concerns generally as:

1. To reduce traffic congestion and otherwise seek solutions to problems resulting from increased truck and automobile usage on Highway 26 at the mill entrances;

2. To protect people and property from potential traffic hazards at these locations; and

3. To establish a safe, convenient, and efficient relationship between traffic moving into and out of the mill area and traffic passing along the State highway; and

WHEREAS, At the present time the State Highway Division has not identified the urgent need for highway improvement at the two mill intersection locations (reference: OSHD Reconnaissance Study, Wapinitia Jct.-Agency Plains Section, Warm Springs Highway, October, 1973); and

WHEREAS. It is felt essential that appropriate investigations and studies of the mill area highway section be made by the Highway Division in order to develop necessary improvement in the public interest; now, therefore,

BE IT RESOLVED, That the Tribal Council of Warm Springs Reservation respectfully requests the Oregon State Highway Division to immediately undertake a program to meet adequately the growing traffic problems on the Highway 26 section at Warm Springs Forest Products Industries; and

BE IT FURTHER RESOLVED, That the Tribal Council pledges its full cooperation to the Highway Division in jointly seeking adequate long-term solutions to this highway problem.

CERTIFICATION

The undersigned, as Secretary-Treasurer of the Confederated Tribes of the Warm Springs Reservation of Oregon, hereby certifies that the Tribal Council is composed of 11 members, of whom 8 constituting a quorum were present at a meeting thereof, duly and regularly called, noticed, convened and held this 12th day of February, 1974; that the foregoing resolution was passed by the affirmative vote of 7 members, the Chairman not voting; and that the said resolution has not been rescinded or amended in any way.

Kenneth Smith
Secretary-Treasurer

Noted FEB 13 1974

James D. Cornett
Superintendent

2-15-74

Meeting of Wm Sprgs Tribal Council & OSHD

Name	Representing
E.S. Hunter	Highway Division
James D Cornett	BIA - Warm Springs
Don Schmith	BIA Warm Spring's
Gary Scott	Tribal Planner
Dale Parker	Development Specialists
Morris Blaylock	BIA - Range - Warm Spr.
Dale Hoecker	OSC Extension Agent Home
Elmer Quinn	Tribal Council - Warm Springs
Lee Klabo	OSHD
CARL M. Williams	OSHD
Richard S. Hall	O.S.H.D.
R. [illegible]	O.S.H.D.
A.E. Johnson	OSHD.
Wilbur Johnson Sr.	Land Use
Cy Katchia	" " WCS
J Bruce Boyd	OSHD

SUGGESTED TOPICS

Plenary Session: Tribal Council Representatives and State Highway Division

February 15, 1974, 1 p.m., State Highway Building, Room 132

Discussion Outline

1) Presentation of Tribal Council Resolution regarding Highway 26 turnoffs to Warm Springs Forest Products Industries.
Resolution submitted earlier. Widen & left turn proposed.
Residents were notified
Discussion of problems and possible solutions.

2) Deschutes River Footbridge.

Construction scheduling and preliminary design concept.

3) Simnasho Junction improvement project.

Construction timetable.

4) Cattle passes.

Boulder Range Unit:

Mile Post 94 - Open comment.

Mile Post 97 - One to two feet of standing water inside pass on 2/12/74.

County Line Area - Need for vehicular underpass.

Sidwalter and Demonstration Eight Units:

Mile Post 89 - (Sidwalter Butte Junction) Need exists for year-round concrete pass.

Mile Post 89 extended - Alternative pass location 500 feet north of MP 89.

Mile Post 90 - Year-round water flow eliminates utility of this structure for cattle passage.

Mile Post 91.5 - Although pass structure now connects entirely separate range units, future needs include vehicular underpass. Open comment.

Mile Post 99 - Open comment.

Potter Pond Junction - Need for underpass.

5) Cattle guards and fence maintenance problems.

6) McQuinn Highway section.

Livestock passes; need cleaning and drainage improvement.

Fencing and fence maintenance. Determination of need for big game fences along 26 and Wapinitia Highway.

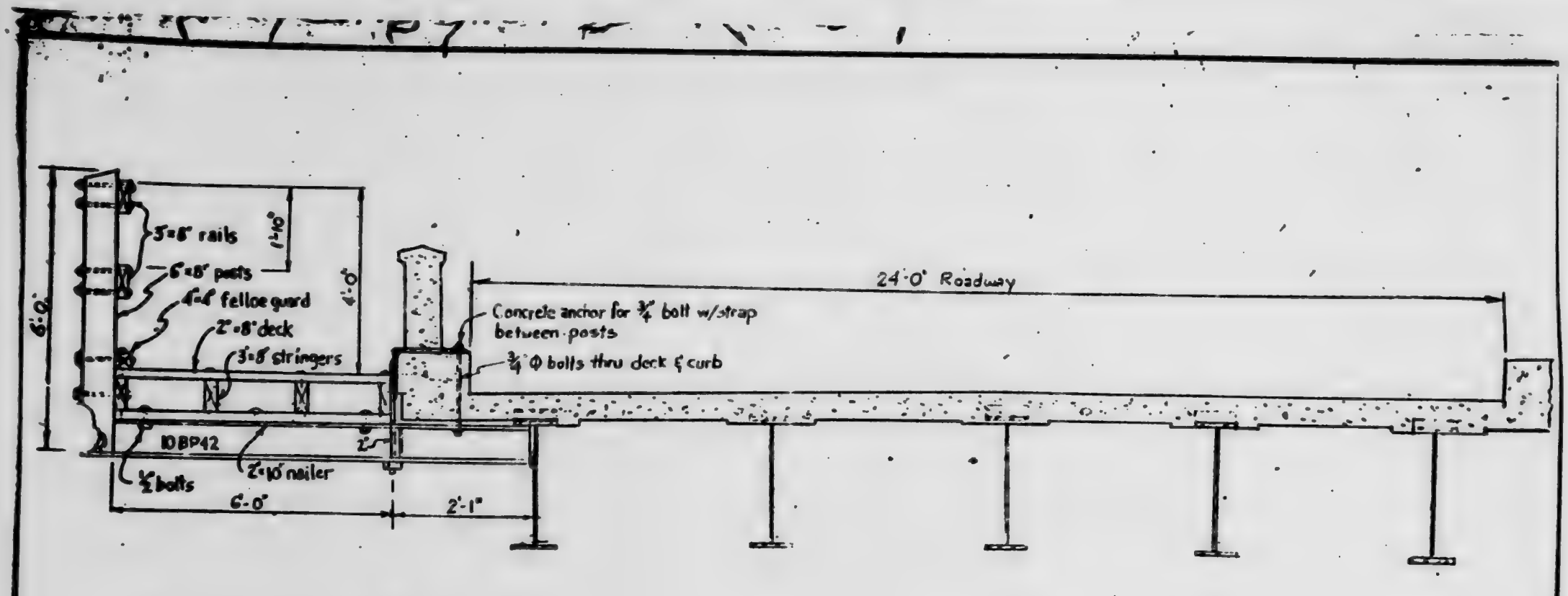
7) Mill Creek rest station.

Construction possibilities.

Highway Division maintenance.

8) Other business.

9) Summary and conclusions.



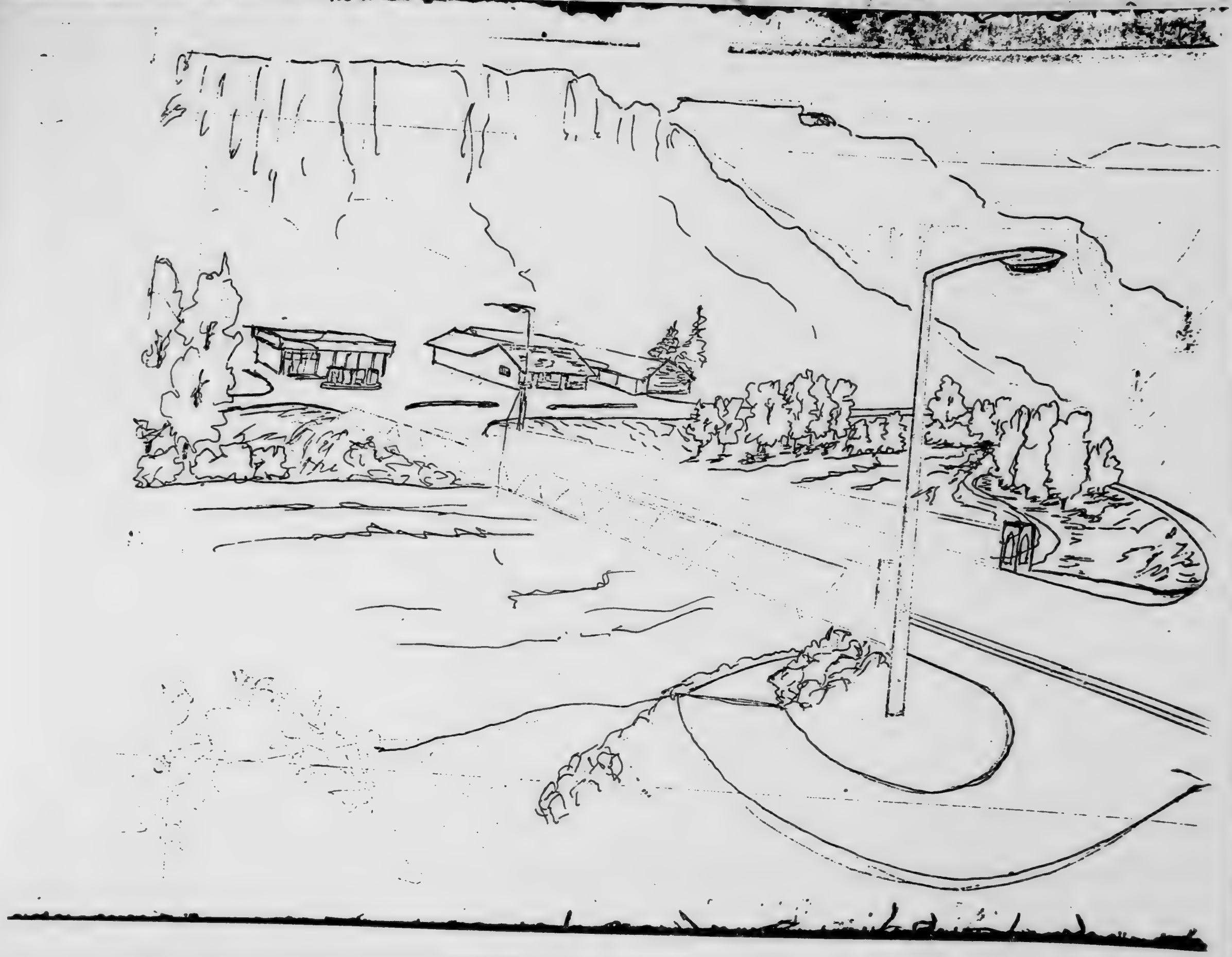
Est. Cost #18,500.00
+40% Etc 7,500.00
#26,000

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SIDEWALK
DESHUTES RIVER BRIDGE
WARM SPRINGS HWY JEFFERSON Co

APPROVED:
BRIDGE ENGINEER

DATE 2-14-13 BRIDGE NO. 1910
DESIGNED
DRAWN GDA DRAWING NO.



UNITED STATES
DEPARTMENT of the INTERIOR
BUREAU OF INDIAN AFFAIRS HIGHWAY
TOGETHER WITH ALL OTHER ROADS AND HIGHWAYS
WITHIN THE
WARM SPRINGS INDIAN RESERVATIC
WARM SPRINGS, OREGON

0 1 2 3
SCALE OF MILE

NOT FILMED
ORIGINAL IN
FILE

#8048

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701

DATE December 13, 1973

TO MEMO TO THE FILES

FROM Robert C. Pool
Regional Maintenance Engineer

NOTED
E. S. HUNTER

SUBJECT Warm Springs Reservation Projects
Meeting with Tribal Council

On December 11, Dick Hawkins, Earl Sears, and myself met with the Warm Springs Tribal Council.

I presented the reconnaissance study to them which was recently prepared by the Location Section. The study concerned the proposed improvements to the Warm Springs Highway on the Warm Springs Indian Reservation.

I advised the Council that during the next year we would construct a left turn channelization at the Simnasho Road intersection.

I also told them that the estimated cost of construction of a foot path on the Deschutes River Bridge would be ten to twelve thousand dollars, but we do not have sufficient funds to construct the foot path at this time. If the funds become available next fiscal year, we would undertake this project, however.

I explained to them our current financial dilemma and that we could not foresee the construction in the immediate future of any of the other projects mentioned in the study. I did recommend to them that they send a representative to the Central Oregon Intergovernmental Council and advise them of their priorities for construction so that their views could be considered on the one hundred fifty million dollar bond issue.

RCP:pw

cc. ES Hunter
LS Hawkins

NOTED
E. S. HUNTER
cc Wolfe
Boyd
12-21-73

RECEIVED
DEC 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8049 Irrigon Jct.-Stanfield Jct. 1974
Old Oregon Trail.
(grade,pave,guardrail & sign.)

8049

March 3, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On March 1, 1976, we wrote to you concerning release of final payment on Contract No. 8049 awarded to Babler Bros., Inc., for work on the Irrigon Jct.-Stanfield Jct. Section of the Old Oregon Trail in Morrow and Umatilla Counties.

Final payment on this contract is $23,789.18 and the total contract amount is $2,338,001.08 including $7,131.23 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Form 61.724.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 25, 1976

FROM: C. T. Keasey for
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8049, Work Completed September 29, 1975

Project Irrigon Jct.-Stanfield Jct.

Highway Old Oregon Trail, County Morrow & Umatilla

Type of Work Grading, Paving, Guardrail & Signing

Contractor Babler Bros., Inc.

Recommended Acceptance Date February 27, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
E. S. Hunter
Date 2-27-76
NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Letter Written
3-1-76

8049

Form 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 14, 1976

FILE: CON 5 #8049

NOTED

H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Irrigon Junction-Stanfield Junction
Contract No. 8049
Paving Plant Water Claim

TO: MEMO TO THE FILES:

Mr. Gale Schwiesow and Mr. Ray Richards of Babler Bros., Inc., were in my office yesterday to review and discuss the subject claim. Ed Johnsen, our Cost Analyst, was also present. The history and analysis of the claim was discussed and the contractor's representatives read my October 16, 1975 letter (a copy of this report was given to them at the end of the meeting).

The contractor emphasized that the material source involved here was a mandatory source. They go on to state that some water would therefore be needed even for crushing at this source (the possibility of using a different type paving plant that required less water was mentioned). They contend that the mandatory aspect of this source means that whatever was required to produce the contract materials would be there, including the water. Did the State have an obligation to point out more about water availability in the special provision? Does just the State's silence impose an obligation for adjustment on this claim? I learned nothing that would change our position on these questions.

The money amount of the claim was discussed some and the contractor indicated he might re-evaluate the money amount. He reiterated that the claim does not show a credit reduction for the originally planned water scheme because it was in fact installed and removed. (See the last paragraph of Babler's August 19, 1975 letter)

The availability of the Claims Review Board was pointed out to the contractor and I briefly described its format and procedure. The contractor was advised if he wished to pursue the claim further with the Board to so request in writing to me along with the details of any new claim amount if he changes it.

JAB:fr

cc: H. S. Coulter
W. E. Schwartz
John Hagedorn

RECEIVED
JAN 15 1976
Office of
Assistant St. Hwy Engineer

8049

15

December 1, 1975

Bahler Brothers, Inc.
4617 S. E. Milwaukie Avenue
P. O. Box 02008
Portland, Oregon 97202

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8049 for work on the Irrigon Junction-Stanfield Junction Section of the Old Oregon Trail Highway in Morrow and Umatilla Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 20 days is granted because of quantity overruns on roadside seeding and mulching, and aggregate in shoulders and late extra work under Extra Work Order Nos. 4 and 5, and Price Agreement No. 5.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Dick Hacek

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 25, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-5(46)167
Irrigon Junction-Stanfield Junction Section
Old Oregon Trail Highway
Contract No. 8049
Request for Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in Mr. Coulter's November 21 letter we concur in extending the contract time on this project 20 days.

W. W. Conner
for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 28 '75
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DEC 1 1975
Office of
Assistant State Highway Engineer

8049

November 21, 1975

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Irrigon Junction-Stanfield Junction
FAP No. I-80N-3(46)167
Contract No. 8049
Request for Time Extension

Babler Brothers, Inc. requests 21 days time extension (a complete extension) because of quantity overruns on roadside seeding and mulching and aggregate in shoulders, and late extra work. The project was actually completed September 29 with 20 days liquidated damages accrued at $300 per day for $6,000.

The paving on this project, which was the major item, was all completed in July. The shoulder rock was apparently all in place prior to the expiration of the regular contract time and only some minor shaping of the shoulders for a few days was left to do on liquidated damages. There was a 26 percent overrun (14,000 tons) of the shoulder aggregate. The seeding and mulching overrun is valid. It overran some 80 percent, or 9 acres and this work was all done on liquidated damage time. On a pro-rated production basis, 4 days are justified.

The last two force account orders are significant and justify time extension. E.W.O. 4 (nonparticipating) was for State responsibility for damages. The Weekly Reports indicate 3 late days repairing guardrail under this order. E.W.O. 5 (also nonparticipating) was to remove and reinstall sight posts, (Region recommends 4 days). P. A. 5 was to install mile posts and reports show work on it 2 other late days also.

Specific late time identifiable for extension is thereafter:

Seeding and mulching overrun	4
E.W.O. 4 Rail repair	3
P.A. 3 Install mile posts	2
E.W.O. 5 Reinstall sight posts	4
	13 times 7/5 = 18

We favor allowing the 2 remaining days for any effect of the shoulder aggregate overrun on the contractor's overall schedule.

Traffic had full use of the project early and our engineering is still underrunning slightly.

We ask your concurrence in a 20 day extension that will eliminate all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Dick Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 18, 1975

FILE: CON 5 #8049

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Irrigon Junction-Stanfield Junction
Contract No. 8049
Request for Time Extension

Babler Brothers, Inc. requests 21 days time extension (a complete extension) because of quantity overruns on roadside seeding and mulching, and aggregate in shoulders and late extra work. The project was actually completed September 29 with 20 days liquidated damages accrued at $300 per day for $6,000.

The paving on this project, which was the major item, was all completed in July. The shoulder rock was apparently all in place prior to the expiration of the regular contract time and only some minor shaping of the shoulders for a few days was left to do on liquidated damages. There was a 26 percent overrun (14,000 tons of the shoulder aggregate), but this item does not appear to be a cause of the late completion. The seeding and mulching overrun is valid. It overran some 80 percent, or 9 acres and this work was all done on liquidated damage time.

The last two force account orders are significant and justify time extension. E.W.O. 4 (nonparticipating) was for State responsibility for damages. The Weekly Reports indicate 3 late days repairing guardrail under this order. E.W.O. 5 (also nonparticipating) was to remove and reinstall sight posts, (Region recommends 4 days). P.A. 5 was to install mile posts and reports show work on it 2 other late days.

The Region recommends a total of 12 days extension based on actual time of production on the two contract overruns and one of the extra work orders (E.W.O. 5). I believe their 12 day number should be increased by 7/5ths, however, to allow for weekends, which would make 17 days. The E.W.O. 4 and P.A. 5 work (not mentioned by the Region) was not concurrent with E.W.O. 5 and involves 5 of the late days.

The Resident Engineer does not recommend time for the shoulder rock quantity overrun because of a 2-1/2 week period in August when the contractor did not work on this project. The regular contract work was virtually completed except for the finishing of the shoulder rock and the seeding and mulching and late extra work mentioned above. Even without allowing time on the shoulder rock item, the other items cited come so close to accumulating the 20 days that I would recommend a complete time extension.

RECEIVED
NOV 20 1975
Office of
State Highway Engineer

Seeding and mulching overrun	4
E.W.O. 4 Rail repair	3
P.A. 5 Install mile posts	2
E.W.O. 5 Reinstall sight posts	4
	13 times 7/5 = 18

Traffic had full use of the project early and our engineering is still underrunning slightly.

This is a federal-aid Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 28, 1975

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: Request for Time Extension
Irrigon Junction-Stanfield Junction
Contract No. 8049
I-80N-5(46)167

Attached is a Request for Time Extension, with letter of justification from the contractor, evaluation of the request by the resident engineer, including a bar graph. This project had 300 calendar work days, 321 days were charged, the contractor has requested an extension of 21 days. As of October 25 there was a 9% underrun in engineering, or approximately $17,000.

There are three reasons for considering a time extension on this project.

1. Overrun of seeding and mulching: This item overran approximately 80% or 9 acres. Based on an average production of 2.5 acres per day, this office would recommend 4 days be allowed.

2. Overrun of shoulder aggregate: Contract quantity was 54,100 tons. This amount was overrun approximately 14,000 tons or 26%. Based on an average production of 3,300 (July and August, 1975) this office would recommend 4 days be allowed.

3. Force Account work: Extra Work Order No. 5 required that the contractor remove the sight posts between Stations 605 and 870 and reinstall same at 400' 4-foot spacings. These were originally staked incorrectly and it was considered an engineering error. It is recommended that the 4 days worked on adjusting these posts be returned to the contractor, inasmuch as it was one of the last items to be done on the project.

It is therefore this office's recommendation that the contractor be granted a 12-day time extension, which will result in 9 days liquidated damages. None of the items of work interferred with traffic and, as pointed out before, there was a substantial savings in engineering on the project because of the manner in which it was pursued.

12 X 7/5 (no allow for weekends) — 17

DDA:je
Attachments

cc: J. R. Hagedorn

Routing

Keasey	RECEIVED	Richards
Bond		Glenn
Jackmond	OCT 29 1975	Berg
Harwood		
Johnsen	CONSTRUCTION	
Walker	SECTION	

Appeal
9/29 E.W.O. 5 Remove & reinstall = 1786.
For B. & 650
8/5 P.A. 5 Install mile posts & 270.
6/27 E.W. # 5 Install Exp. Jts. for damages 1000

S-389 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 7, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 321 days, within which to complete our Contract No. 8049, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Overrun of Item No. 028 - Roadside Seeding & Mulching by 83%

Overrun of Item No. 013 - Aggregate Shoulders
Original Quantity = 54,100 Tons; Final Quantity = 68,220 Tons

Also the result of Extra Work ordered by Resident Engineer and peformed during this period.

Respectfully submitted,

Babler Bros., Inc.
Contractor

By R. A. Richards
R. A. Richards, Asst. Secy.

CONSENT OF SURETY

Date October 7, 1975

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Leonard A. Forsgren
Corroon & Black of Oregon
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8049 Contractor Babler Bros., Inc.

Highway Old Oregon Trail

Section Irrigon Jct.-Stanfield Jct.

Kind of Work Grading, Paving, Guard Rail and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend complete time extension (20 days) because of quantity overruns on roadside seeding and mulching, and aggregate in shoulders and late extra work.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Bridge~~ State Highway Engineer

Contract No.	8049
Project designation	I-80N-5(46)167 (State-Federal)
Date awarded	July 31, 1974
Work started	August 16, 1974
Per cent completed	100 10/29/75 (Date)
No. of Workdays Allowed	300 CWD
No. of Workdays Used	320
No. of Added Workdays Requested	21

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 233-5536

LLOYD BABLER
PRESIDENT
LLOYD BABLER, JR.
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS G. BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
OCT 9 1975
NOTED:

October 7, 1975

Mr. John R. Hagedorn
Resident Engineer
Oregon State Highway Division
505 Willamette
McNary, Oregon 97858

Dear Mr. Hagedorn:

Reference: Irrigon Jct.-Stanfield Jct.
Contract No. 8049

We are in receipt of your final statement of calendar day charges for the above referenced project. It indicates that we have been charged 21 excess calendar days.

At this juncture we are asking for an extension of contract time from 300 to 321 days based primarily on an overrun of shoulder rock, seed and mulching quantities and extra work performed during the last days.

The shoulder rock quantities overran about 26% or some 14,000 tons. This overrun is critical inasmuch as the final placing of this material could not commence until the bulk of the project was completed. This was not high production work as these last tons had to be distributed over some 80 miles of shoulder. Naturally the delay occasioned by the placement of this additional material caused a delay in placing the guide posts, which were not completed until September 17, 1975.

The day count was not stopped until September 30, 1975, during which time the pit was seeded and extra work was being performed. The seeding and mulching overran almost 83% or some 10 acres.

We hope that you will favorably consider our request for time extention based on the foregoing information.

Very truly yours,

BABLER BROS., INC.

Gale F. Schwiesow
Project Manager

GFS/bkm

AN EQUAL OPPORTUNITY EMPLOYER.

8049

FORM 01-734-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Irrigon Jct.--Stanfield Jct.		WEEK ENDING: November 29, 1975
		SECTION PREFIX: 625-1053
HIGHWAY: Old Oregon Trail		COUNTY: Morrow & Umatilla
NAME OF JOB: Irrigon Jct.--Stanfield Jct.	KIND OF WORK: Grade, Pave, Guard Rail & Sign	
CONTRACTOR: Babler Bros. Inc.	CONTRACT NUMBER: 8049	FEDERAL AID PROJECT NUMBER: I-80N-5(46)167
DATE OF CONTRACT: July 31, 1974	DATE WORK STARTED: August 20, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 300	CALENDAR DAYS USED 320
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 107
PROJECT AUTHORIZATION: $2,605,980.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $2,420,666.22	ENGINEERING AUTHORIZATION $185,314.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,349,140.00	ENGINEERING COST TO DATE $179,240.65	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Under 3 %	PERCENT OF AUTHORIZATION 97 %	SEPTEMBER 29, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	276,000 Ton		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	19.58	19.58			19.58
MILES PARTIALLY COMPLETED					
MILES COMPLETED	19.58	19.58			19.58
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,700 CY	54,100 Ton			181,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	6,228 CY	68,223 Ton			181,736 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,228 CY	68,223 Ton			181,736 Ton
AVERAGE DAILY QUANTITIES This week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt. cloudy	0		
MONDAY	O'cast-showers	0		
TUESDAY	Pt. fair-cool	0		
WEDNESDAY	Cloudy-windy	0		
THURSDAY	Cloudy-cool	0		
FRIDAY	Cloudy-cool	0		
SATURDAY	Forecast-cloudy	0		

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker — Richards, Glenn, Berg

RECEIVED
DEC 1 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

The semi-final estimate for this project was submitted to the Region Office on Tuesday November 25, 1975.

This will be the final report for this section unless further data is requested.

J. R. Hagedorn, Resident Engr.
by L. J. Borns, Asst. Res. Engr.

SIGNED L. J. Borns LOCATION McNary

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#8049 11 25 75

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I80N-5(46)167

STATE PROJECT NO.: Irrigon Jct.-Stanfield Jct

COUNTY NAME: Morrow & Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-788

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineers
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	October 15, 1975	Interstate Route 80N

STATE ROUTE NUMBER: Old Oregon Trail-Primary #6

GENERAL LOCATION:

I80N - 0.49 miles east of Junction U.S. 730, east 19.6 miles.

GENERAL DESCRIPTION OF WORK:

Remove paint from existing guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of November 13, 1975 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $1,575 - Federal Funds $1,450.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/25/75	C R Beerbaldt	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form A-188 (Rev. 1-61)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8049

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Irrigon Jct. Stanfield Jct. Date October 15, 19 75

Highway Old Oregon Trail F.A.P. No. I80N 5(46)167

County Morrow & Umatilla Prefix 625-1053 Account No. 269-04

Description of Work To Be Done:

Remove paint from existing guard rail.

Location by Station Numbers:

1056-1057 rt. of W. Bnd.; 1008-1010 rt. of W. Bnd.; 1005-1007 lt. of E. Bnd.

APPROVED EFFECTIVE DATE 10/15/75
Contingent upon modification of project agreement if additional funds are required
BY C R Burghardt
TITLE Engineering Coordinator
DATE 10/15/75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	$775.00
Equipment	700.00
Mt'ls & Supplies	100.00
TOTAL	$1575.00

Explanation: This is guard rail that was installed under a previous contract, but is located within this projects limits. The contractors paint removal equipment is geared for larger quantities, would have to be moved in from a great distance & would result in an exorbitant cost. Would be much less costly for State Forces to do the work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 2,605,980.38	
Present estimate of project cost, including $ 1575.00 for work under this order	$ 2,535,475.00	
Expected under-run / over-run (amount)	$ 70,505.38	
Expected under-run / over-run (per cent)	2.7	

Submitted by: J.R. Hagedorn
Resident Engineer

Approval Recommended: [illegible]
Regional Construction Engineer

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer

cy: Files
Church

EP 11436-734

8049 11-10-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

JN-5(46)167
STATE PROJECT NO.
Irrigon Junction - Stanfield Junction
COUNTY NAME
Morrow & Umatilla
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I 788

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
FOR
Info. | Inves. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-25-75	10-15-75	Interstate Route 80 Primary Route 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
Construct temporary fences at mediam cross-over roads seeded and mulched.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 10-16-75 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 3 in the estimated amount of $1,000 - Federal Funds $900.

RECEIVED
NOV 13 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-10-75	C R Burghardt	for Division Administrator

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8049

Order No. 3

Date October 7, 19 75

Section Irrigon Jct.-Stanfield Jct.

F.A.P. No. I-80N-5(46)167

Highway Old Oregon Trail

Prefix 625-1053 Account No. 264-03

County Morrow & Umatilla

Description of Work To Be Done:

Construct temporary fences at median cross-over roads that have been newly seeded & mulched.

~~Remove temporary fences at appropriate time.~~

Approval Recommended as of 10/13/75

Location by Station Numbers:

Throughout the project. See list by station numbers on reverse side.

Estimate of Quantities and Costs:

Labor	$ 500.00
Equipment rental	300.00
Materials & supplies	200.00
	$1,000.00

APPROVED EFFECTIVE DATE 10/15/75
Contingent upon modification of project agreement if additional funds are required.

BY A R Burghardt
Engineering Coordinator

TITLE

DATE 10/15/75

FOR FEDERAL HIGHWAY ADMINISTRATION

Explanation: Some of these cross-over roads were in existence at the time of contract letting-some were constructed in accord with the Special Provisions. All have been seeded and mulched to return to a natural condition. Temporary fences are necessary to prevent further crossing until grass has grown. State forces better prepared with salvaged materials and should perform the work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization and Present estimate of project cost, including $1,000.00 for work under this order: $2,605,980.38 / $2,533,900.00

Expected ~~XXXXXXXX~~ under-run (amount): $ 72,080.38

Expected ~~XXXXXXXX~~ under-run (per cent): 2.8

Space to right of this line is for use of Salem Office

Submitted by: J. R. Haydon
Resident Engineer

Approval Recommended: Del Mellen
REGIONAL CONSTRUCTION ENGINEER

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 16, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Paving Plant Water Claim
Contract No. 8049
Irrigon Jct.-Stanfield Jct.

TO: C. T. Keasey
Construction Engineer

Region has forwarded the contractor's water claim with a recommendation against payment. Bids were opened on this project July 25, 1974. The contractor elected to try to develop the D. Hulit well in spite of the concern for the "critical" groundwater supply voiced in August by Stafford Hansell and late in September by the State Engineer's representative.

The Hulit's well was out of service because it had sanded-in, and agriculture water was unneeded during the period of use proposed by the contractor. Mrs. D. Hulit reported that Bablers were given the right to take water from the well for the cost of cleaning the well (about $350) and the actual electrical energy costs charged against the Hulit pump.

I don't understand just what is the basis of the claim. It does not really fit an "omission" situation which the specs. (Sec. 105.04) describe.

It is not an "impossibility of performance" situation because the contractor did in fact perform the work and with no significant delay. Further, the cost was not "so disproportionate to that reasonably contemplated by the parties as to make the contract totally impractical in a commercial sense" (to quote from another case).

It might be similar to a situation where more rock is encountered than had been anticipated in unclassified excavation and drill logs were either not made or did not indicate it. Did the State's silence about water availability mislead the contractor? He had as much opportunity as the State to discover the water problem. There is a big difference between misrepresentation and just silence. Projects have included such special provisions only since January 1975, but not projects prior to this one. Note the contractor does not claim anything on the regular sprinkling water bid item and it has overrun over 100 percent.

Following are some comments on the claim amount and derivation:

The contractor's probable cost to supply water including electric energy and the water line from any alternate source is not deducted as an offset to their charges for supplying the water as they did. Using the contractor's estimate in his September 5, 1975 letter and assuming a possible source within one mile, 5,000 feet of water line would estimate at $11,950.00 and the electrical energy would estimate at $1,000/month for four months and total $16,000.

10-17-75

From the desk of:
Carroll Keasey

John Bond —
I agree that
claim should be
denied.
C Keasey

Ownership rental costs on equipment are substantially less than our force account rates. Assuming ownership rates are 75 percent of our force account rates, the contractor's cost could be ($36,096.39 x ¼ = $9,024), say an additional $9,000 less than his billing.

Some offsets against the contractor's charges may be as follows:

	$48,628	Claim amount
-	16,000	Operation costs from alternate source
-	9,000	Reduction to ownership equipment rates
-	4,000	Deduct OH + P @ 16-2/3 percent
	$20,000	Possible extra cost for Umatilla river water.

The major surfacing items were placed on the project in close conformance to the plan quantities.

TABLE A

BI	Item	Unit Price	Plan Amt.	Placed Amt.	Paid: Est. #12
12	Watering	$5.00/M-Gal.	980 M-Gal.	2,190	
13	Shoulder Aggregate	2.50/ton	54,100 Ton	68,220	
14	Cl. "C" Mix	4.40/ton	130,000 Ton	130,100	$ 572,440
15	Cl. "E" Mix	6.50/ton	51,300 Ton	51,150	332,475
16	Asphalt Cement	72.00/ton	12,050 Ton	11,750	846,000
17	Portland Cem. Add.	50.00/ton	520 Ton	328	16,409
18	Asphalt in Tack	100.00/ton	150 Ton	293	29,349
				Paving items, Total	$1,796,673

The contract will be completed within a close tolerance to the bid amount

A. Total contract bid amount, $2,294,227

B. Contract total paid, $2,312,110

Some percentages were computed to place some perspective on water claim against the surfacing items. The claim is $48,629/1,796,673, or 2.7 percent of the amount paid for the surfacing work. If the adjustments mentioned above were considered, the percentage would reduce to $20,000/1,796,673, or 1.1 percent. Looking at their total claim again, the estimated cost of water per ton of asphaltic concrete laid could be $48,629/ (130,100 ton + 51,150 ton) = $0.27 per ton of AC which reduces to $0.11 per ton for $20,000 possible added cost.

I believe that the expense of obtaining the water from the Umatilla River was the contractor's risk. The State did not deliberately mislead him. It was merely silent. The public should not be liable for a contractor's lack of diligence. Therefore I recommend the contractor's claim for $48,600 be denied.

JAB:fr

8049

ROBERT W. STRAUB
GOVERNOR

R. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

October 10, 1975

Babler Bros. Inc.
4617 SE Milwaukee Ave.
Portland, OR 97202

Attention: Ray Richards

Please disregard our letter to you of October 8, 1975. As agreed in our telephone conversation today, we have transferred amounts held in safekeeping by U. S. National Bank of Oregon as follows:

From Contract	Amount	To Contract	Amount
8049	$100,000	8203	$100,000
8047	175,000	8081	100,000
		8235	75,000

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: U. S. National Bank of Oregon

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

5.49

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 8, 1975

Babler Bros. Inc.
4617 SE Milwaukee Ave.
Portland, OR 97202

Attention: Ray Richards

We have transferred amounts held in Safekeeping by U.S. National Bank as deposits in lieu of retainage on our contracts with Babler Bros. as directed in your letter of October 6, 1975:

From Contract:	Amount	To Contract:	Amount
8049	$100,000	8203	$100,000
8047	230,000	8031	135,000
		8235	95,000

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: U. S. National Bank of Oregon

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 61-7264-3122

8049

R

May 2, 1975

Jack H. Cairns
Attorney at Law
1402 Standard Plaza
Portland, OR 97204

Dear Mr. Cairns:

This is in reply to your recent letter with attached Affidavit concerning Babler Bros., Inc., Contract No. 8049, Irrigon Jct.-Stanfield Jct. Section of the Old Oregon Trail in Morrow and Umatilla Counties.

As requested, we are attaching a certified copy of the contract and bond covering this project.

Very truly yours,

C. W. Head
COMMISSION SERVICES

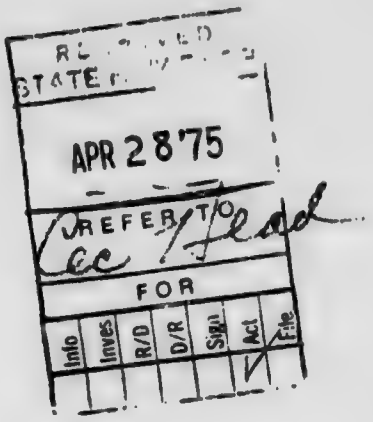
CWH:js

Attachment

JACK H. CAIRNS
ATTORNEY AT LAW
1402 STANDARD PLAZA
PORTLAND, OREGON 97204
226-6191

Joyce
Pls-do-
Cec
Joyce-call Jean-
for affid
copy for

April 24, 1975



State of Oregon
Highway Division
Salem, Oregon 97310

Re: CLYDE EQUIPMENT CO. OF OREGON v.
BABLER BROS., INC., and
MID-OREGON CRUSHING CO.

IRRIGON JUNCTION - STANFIELD JUNCTION
Section I-80 N; Oregon State Highway
Job No. 8049.

Gentlemen:

I enclose herewith Affidavit executed by the Treasurer of CLYDE EQUIPMENT CO. OF OREGON, in accordance with ORS 279.512.

At your earliest opportunity, would you please provide me with a certified copy of the contract between Babler Bros. and the State of Oregon on the above entitled job, and also a certified copy of the Bond of Babler Bros., Inc., in connection with this job.

Your early response will be greatly appreciated.

Very truly yours,

JACK H. CAIRNS

JHC/jc
Encs-

NOTED
C. W. HEAD

A F F I D A V I T

Re: IRRIGON JUNCTION - STANFIELD JUNCTION
Section I-80 N - Oregon State Highway
Job No. 8049.

STATE OF OREGON)
) ss.
County of Multnomah)

I, DAVID N. FORD, being first duly sworn on oath, depose and say:

1) That I am the Treasurer of CLYDE EQUIPMENT CO. OF OREGON, an Oregon Corporation.

2) That CLYDE EQUIPMENT CO. OF OREGON was a material supplier for MID-OREGON CRUSHING CO., a sub-contractor of Babler Bros., Inc., an Oregon Corporation, performing work in connection with the above described job.

3) There is presently due and owing an obligation from MID-OREGON CRUSHING CO., in the amount of approximately EIGHTEEN THOUSAND and no/100 DOLLARS ($18,000.00) for labor and materials furnished to said MID-OREGON CRUSHING CO., in the process of the work provided for under the Babler Contract.

4) This affidavit is made in accordance with ORS 279.512, for the purpose of obtaining a certified copy of the contract and bond in connection with the above entitled matter.

(_____

SUBSCRIBED and sworn to before me this 17 day of April, 1975.

_____
Notary Public for Oregon
My Commission expires: 7-5-75

8049

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

December 13, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Babler Bros. Inc.
Contract 8049

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1457 (TCD 144258 - $75,000.00) has been issued to record a deposit in lieu of retainage on contract 8049.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

RECEIVED
DEC 12 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1457

Received for Account of Babler Bros. Inc. General Contractors
Address 4617 S. E. Milwaukie Ave Portland, Oregon 97202

Date Dec. 11, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Due 6-2-75 8% U.S. National Bank of Oregon Citizens Branch U.S. Portland Safekeeping Receipt No 144258	4-129597	part	100,000				75,000.00
							75,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8049

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

SPECIAL INSTRUCTIONS

_____ State Treasurer

OREGON STATE HIGHWAY DIVISION

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

1111

FILE:

Hacek
Engineering Systems Off.

SUBJECT: Babler Bros Inc.
December 11, 1974 Contract 804

Read
Gallagher
C. Garrett

Treasurer's Receipt #1458 ($100,000.00) has been issued to
Babler Brothers Inc.
General Contractors
4617 S.E Milwaukie Avenue
Portland, Oregon 97202

for safekeeping on Contract 804.

A copy of this letter will be filed in the Contract Services office.

Attn: A. R. Richards

JP:p

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1457 and 1458, dated December 11, 1974, covering Time Certificate of Deposit number 4-129597, due June 2, 1975, (8-%) in the amount of $100,000.00 held at the United States National Bank of Oregon, Citizens Branch, Portland, Oregon.

We have credited your State Highway contracts as follows:

Contract No.	Amount
8047	$25,000.00
8049	75,000.00
	$100,000.00

This cancels safekeeping receipt number 1451, dated December 5, 1974, in the amount of $100,000.00 which we previously issued to you.

RECEIVED
DEC 12 1974
Contract Acctg.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

8049

Salem, Oregon

October 28, 1974

J. H. Verstoeg
Road Design Engineer

E. S. Hunter
Assistant State Highway Engineer

Water for Contract Purposes

I agree with your analysis indicating that putting water into a bid item on projects may encourage wasteful uses of water during the progress of the project.

I,therefore, approve the use of the specification - Section 233 "Watering" - which you and your committee have developed. The specifications will require that careful consideration of water sources be given in the field location stage and those considerations given careful review at the design and specification preparation stage.

Mr. Wolfe should draft the appropriate directive concerning location on projects now in the Salem Office and you should pursue investigation of water critical areas.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. D. Wolfe

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 24, 1974

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Water for Contract Purposes
(Arlington Interchange to
Stanfield Junction, I-80N)

TO: E. S. Hunter
Assistant State Highway Engineer

Water requirements for a typical paving plant operation with a wet scrubber could require up to 500 gallons per minute. This would provide some dust control around the paving plant but would not allow extensive sprinkling of haul roads. The volume of water required for plant operation could vary greatly depending on type of plant, source of material and water conservation practices of the contractor.

Determining bid quantities for supplying water would be difficult because of the variations in plant operations. Contractors with wet scrubbers would be subsidized over the dry system or the dryer drum system. Documentation of pay quantities could be difficult and would add to the record keeping and engineering costs. Rather than a bid item we propose that costs of obtaining water can best be compensated for in the price of the finished product and then let the contractor identify and develop the most economical means to provide the desired quantity of water. To this end we propose to add the following to project specifications.

SECTION 233 - WATERING

Watering shall be performed in conformance with Section 233 of the Standard Specifications.

The attention of the contractor is directed to the "Water Laws of Oregon" which are administered by the State Engineers Office, and specifically to Chapter 537 covering the appropriation of water. It shall be understood that the contractor has acquainted himself with these laws and any rules and regulations promulgated thereunder and that there will be no separate payment for obtaining of permits, water rights or any other costs involved in the compliance of these laws, rules and regulations.

(In addition to the above, on a project by project basis, in areas such as Sherman, Morrow, Gilliam and Umatilla Counties or other areas where water supplies are critically short include the following in the special provisions.)

The contractor's special attention is directed to the fact that this project is in a "water critical area" and most adjudicated water is limited to agricultural uses, and therefore there may not be any water sources in the immediate area of the project available for the contractor's use.

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I have discussed the water supply problem with C. T. Keasey, Jack Sollis, C. G. Swenson and Al Harwood. The difficulty of obtaining adequate water for plant operations in some areas is very real. It is the consensus of those of us involved in these discussions that it would be better to compensate the contractor for the cost of supplying water in the unit cost of material rather than adding a bid item for supplying the needed quantity of water.

It still would be necessary to identify water shortage areas in the location process so this problem can be addressed in the contract specifications.

JHV:jh

Form 61-734.3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

October 10, 1974

FROM: Al Harwood
Construction Field Engineer

TO: Hal Versteeg
Road Design Engineer

SUBJECT: Water Requirements

Versteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson

RECEIVED
OCT 10 1974
ROAD DESIGN

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

We recently discussed the problem of insuring adequate water for a contractor's crushing and paving operation. The best information I can come up with indicates a flow of 350-500 gal. per minute would be required for a paving plant operation with a wet scrubber and for dust control around the plant. If extensive sprinkling of haul roads were required, the figure could go up.

The requirement for a large crushing operation could probably be double this amount, again subject to many variables.

Including a bid item for water for use in the contractor's manufacturing operation is <u>not</u> recommended because:

1. Volume of water would vary greatly dependent on
   a. type of plant
   b. source of material
   c. attempts at reuse of water
   d. water conservation practices

   When a bid item is subject to the variation in quantity as this item would be, unbalancing of bids would be encouraged, particularly when the contractor has principle control of the quantity required.

2. Problems in recording and documenting quantity would be horrendous.

3. Payment for water could invite wastcrather than conservation. The contractor would be subsidized in the use of wet scrubbers over a dry system or the dryer drum system.

The cost of obtaining water can best be compensated for in the price of the finished product, then let the manufacturer identify the most economical route.

ACH:mk

#8049

Salem, Oregon

October 3, 1974

J. H. Versteeg
V. D. Wolfe

E. S. Hunter
Assistant State Highway Engineer

Arlington Interchange to Stanfield Junction
I-80N

Babler Brothers is the contractor on the Arlington Interchange to Stanfield Junction project on I-80N.

Since awarding the contract, they have had difficulty in obtaining water for contract purposes. The problem is that the water table in that area is reported to be receding 6 feet to 8 feet annually and all well water rights are for irrigation purposes only.

I have been told that the State Engineer's Office is re-examining all existing water rights with the possibility that some will be revoked because of the receding water table. The contractor will probably be required to either pipe the water from the Umatilla River or haul water from the Columbia River, either of which is a major expense and one which we certainly did not anticipate in setting up the job.

An investigation of water rights as to the availability of water for contract use during construction should be a part of the location process and included in the location report.

In cases where water is at a premium, Design will have to thoroughly analyse the problems anticipated for the contractor and, if they are of enough magnitude to require a long pipe line or a long truck haul, consideration should be given for including a bid item. The special provisions should make note of the problem, if one exists, with regard to water sources and if a bid item is used, the specs should guard against wasteful use of water by requiring recirculation from settling basins at the plant operation.

Both of you should probably discuss Babler Brothers with Carroll Keasey who is completely conversant and following that discuss with Chris Wheeler, State Engineer, the need for his identifying all the critical areas concerning water within the State.

ESH:js
cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. T. Keasey

8049

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-5(3)165
Irrigon Junction-Stanfield Junction
Old Oregon Trail Highway

DATE: October 23, 1974

In reply refer to: 1041EC3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Not in Files

The corrected map submitted with your letter of October 16, 1974 for the subject project is approved.

for G. L. Green

cc:
OSHD (Oakes)
OSHD (Mitchell)
OSHD (Boyd)
OSHD (M Short)

RECEIVED
STATE HWY ENGR
OCT 24 '74
REFER TO
FOR

ORIGINAL TO
Boyd - TAA
10-24-74

RECEIVED
OCT 24 1974
Office of
Assistant State Highway Engineer

#8047

10-22-74

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Morrow & Umatilla	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
10-22-74	R. L. Peterson, Asst Area Engineer		I-80N-5(46)167

IN COMPANY WITH

J. Hagedorn, Res Engr, OSHD; D. Johnson & A. Masuda, Engr Trainees, FHWA.

LOCATION

Irrigon Junction-Stanfield Junction Section, Old Oregon Trail Highway

CONTRACTOR NAME AND ADDRESS

Babler Bros., Inc., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
7-31-74	$2,293,927	300 CWD	8-20-74	8-20-74
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	22%	16%	

REMARKS

COPY SENT

NOV 11 1974

Washington

IRRIGON JUNCTION - STANFIELD JUNCTION SECTION
Grading, Paving, Guardrail, and Signing

The Class "C" asphalt concrete base course was in place on the westbound lanes between approximately Stations 850 and 296. Some guardrail work had been done.

The traffic control was being handled in a satisfactory manner.

NOTED
H.S. COULTER

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

11-14-74
Orig to Const.

8049 10-8-74

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Babler Bros., Inc.
Contract 7940 & 8049

TO: ~~C. W. Head~~ V. Gallagher
John Bond C. Barrett

Treasurer's Receipt #933 (TCD 130729 - $100,000.00) has been cancelled and replaced by:

Treasurer's Receipt #1402 (Partial TCD 130729-75,000.00)Contract 7940
Treasurer's Receipt #1403 (Partial TCD 130729-25,000.00)Contract 8049

This transaction reflects the deposit in lieu of retainage on contract 7940 and 8049.

Copies of the letters and receipts will be filed in the Commission and Staff Services Office.

CRP:pl

NOTED

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 18, 1974

Babler Brothers Inc.
General Contractors
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Reference your letter dated October 7, 1974, and per instructions from the Oregon State Highway Division, we have cancelled safekeeping receipt number 933, dated October 29, 1973, in the amount of $100,000.00.

We have reissued State Treasury safekeeping receipts numbers 1402 in the amount of $75,000.00 for credit of your State Highway contract number 7940, and number 1403, in the amount of $25,000.00 applying to State Highway contract number 8049.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacak

RECEIVED
OCT 21 1974
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1403

SAFEKEEPING RECEIPT

Received for Account of Babler Bros. Inc. General Contractors
4617 S.E. Milwaukie Ave.
Address Portland, Oregon 97202

Date Oct. 15, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit #4-129137 Dated 10-23-73 Date of Issue Oct. 15, 1973 Maturity Date April 15, 1974 U.S. Port. Safekeeping Receipt 130729 Citizens Branch No 20 Portland, Oregon	Safekeeping part No. 130729	100,000					25,000.00
							25,000.00

RECEIVED
OCT 21 1974
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8049

Authority 286.279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

15 Contract 8049

BABLER BROS., INC.

GENERAL CONTRACTORS

4617 S. E. MILWAUKIE AVE.

PORTLAND, OREGON 97202

(503) 233-8536

LLOYD BABLER
PRESIDENT
LLOYD BABLER, JR.
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS G. BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

10-15-74
Copy del to state treasurer;
M. Crowe. (ej)

October 7, 1974

Mr. John R. Hagedorn, Resident Engineer
Oregon State Highway Division
505 Willamette
McNary, Oregon 97858

Dear Mr. Hagedorn:

Reference: Irrigon Jct.-Stanfield Jct. Section
Contract No. 8049
Securities in lieu of Retainage

For your information - and to expedite through proper channels -

Please apply the remaining $25,000.00 held on deposit at the Citizens Branch, U. S. National Bank of Oregon, Portland - and documented by Oregon State Treasury Department Safekeeping Receipt No. 933, October 29, 1973 (Copy Attached) to the above-mentioned contract.

Additional securities will be deposited for retainage offset on this same contract in the near future.

Very truly yours,

BABLER BROS., INC.

R. A. Richards
Office Manager

RAR:ms
Encls:3
CC: Charles Langer, Commercial Loan Officer
Citizens Br., U. S. National Bank
Accounting Department, O.S.H.D., Salem ✓
Merle Crowe, Cashier
Treasury Department, Salem

RECEIVED
OCT 15 1974
Contract Accig.

AN EQUAL OPPORTUNITY EMPLOYER.

8049

FORM 81.724.3030

RE ☐ RCE ☐ RBE ☐ RME ☐

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

ROE ☐ FILE: ☐

McNary

September 27, 1974

RDE ☐ SEP 27 1974 RECEIVED REGIONAL OFFICE ☐

FROM: J. R. Hagedorn

SUBJECT: Irrigon Jct.-Stanfield Jct.
Contract No. 8049

TO: MEMO TO THE FILES

August 7, 1974 - A meeting was held in the Res. Engrs. office @ McNary.

Present: Tom Babler
Dick Babler
Stafford Hansell
Tyler Hansell
John Hagedorn

Explained to Mr. Hansell our development and reclamation plans for Ordinance gravel pit. Mr. Hansell stated that now that he knew what we were going to do, he did not have any objections.

Mssrs. Babler and Mr. Stafford Hansell discussed the possibility of Bablers obtaining water for their A.C. plant from Hansell. Mr. Hansell informed us that the pit was located in what he called a "critical water area", but he thought that something could be worked out if the price was right.

August 15±, 1974

D.E.Q. office in Pendleton called about a "third hand" complaint that the crusher was making a lot of dust. I told Mr. Van Domelin of D.E.Q. that the crusher was still in the process of being set up and had not turned a wheel as yet.

H.S. COULTER NOTED

That evening, Bob Johnnie, Mid-Oregon Crushing, phoned D.E.Q. in Portland (Johnnie contacted the Portland D.E.Q. earlier to notify them he was going to begin crushing operations) and found that the dust complaint had come from Hansell's.

The next morning Mr. Johnnie personnally contacted Mr. Hansell who denied making the complaint.

RECEIVED SEP 30 1974 Office of Assistant State Highway Engineer Routing

Babler Bros. then began negotiations with a Mr. Dwight Hulit for water from a well located just west of Westland Road Interchange between the E. Bnd. lanes and the frontage road. The well is on State R/W evidentally by a R/W agreement. I know nothing of the details of these negotiations.

Conley ☐ Bond ☐ Richmond ☐ Harwood ☐ Johnson ☐ Walker ☐ Scofield ☐ Glenn ☐ Burg ☐

RECEIVED SEP 30 1974 CONSTRUCTION SECTION

September 25, 1974

A Mr. McCall from the State Engrs. office visited the plant site this date. He did not contact me.

MEMO TO THE FILES
Sept. 27, 1974

Re: Irrigon Jct.-Stanfield Jct.
Contract No. 8049

- 2 -

September 26, 1974

A Mr. Porfily from the Pendleton office of the State Water Master phoned. He asked amount of water Bablers required for their A.C. Plant. I told him I thought 350 gals/minute but gave him Bablers phone No. so he could verify.

Mr. Porfily said it appeared that Bablers "was going to just go ahead and pump water". I told him I was sure that Bablers had made some arrangements with the well's owner. Mr. Porfily said that the owner claimed ignorance of the "rules". (pertaining to pumping in the critical water area, I presume).

Dick Babler on the project. I could not locate him.

Mr. Scott Coulter phoned me at home in p.m. I told him all that I knew - everything in this report.

Finally located and phoned Dick Babler. Mr. Babler stated that the Water Master informed him that it was Mr. Hansell that broached the subject of Bablers use of the Hulit well to the State Engr. He also stated that he was going to go ahead and use the water until he was stopped.

8049

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-52	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
PROJECT REPORT NO.	8-13-74	COUNTY
3		Morrow & Umatilla
		PROJECT NO.
		I-80N-5(46)167 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 0.49 mi. E. Jct. U.S. 730, E. 19.6 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-74	19.58
OTHER (Specify)		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,546,969	$ 2,350,088

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. D. Lantis

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. K. Hansen
for G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 13 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project No.
I-80N-5(46)167 Safety

IRRIGON JCT.-STANFIELD JCT. SECTION

OLD OREGON TRAIL HIGHWAY IN MORROW AND UMATILLA COUNTIES

Salem, Oregon, August 7, 1974

Project Agreement Estimate.

Type Code Y106
Safety Work (Sta. 296+00 to Sta. 1330+00)

Mobilization	All Required		$ 102,000.00
Furishing Field Laboratory	1 only	2,500.00	2,500.00
Temporary Protection and Direction of Traffic	All Required		30,000.00
Temporary Signs	2,100 sq.ft.	4.50	9,450.00
Temporary Plastic Safety Markers	20 only	20.60	1,200.00
Oversize Advance Construction Signs	2 only	4,000.00	8,000.00
Flagmen	2,500 hour	12.00	30,000.00
Removal of Structures and Obstructions	All Required		15,000.00
Excavation at Bridge Ends	2,100 cu.yd.	4.00	8,400.00
Embankment in Place	11,600 cu.yd.	1.50	17,400.00
Finish Roadbed and Slopes	All Required		10,000.00
Watering	980 M-gal.	5.00	4,900.00
Aggregate Shoulders	54,100 ton	2.50	135,250.00
Roadside Seeding and Mulching	12 acre	500.00	6,000.00
Membrane Waterproofing	750 sq.yd.	9.70	7,275.00
Signing			
Removal of Existing Sign Installations	All Required		2,500.00
Painted Wood Sign Posts	All Required		2,000.00
Exit Number Sign Supports	All Required		3,500.00
Type "A" Signs in Place	280 sq.ft.	10.00	2,800.00
Type "D" Signs in Place	160 sq.ft.	5.00	800.00
Move and Reinstall Existing Signs	All Required		2,300.00
Modify Existing Sign Legends	All Required		600.00
			$ 401,875.00

Additional Items			
Temporary Erosion Control	All Required		$ 500.00
			$ 500.00
	Subtotal		$ 402,375.00
	10% Engineering		40,237.00
	Total		$ 442,612.00
Type Code 6203			
Roadway (Sta. 296+00 to Sta. 1330+00)			
Class "C" Asphalt Concrete Mixture	130,000 ton	4.40	$ 572,000.00
Class "E" Asphalt Concrete Mixture	51,300 ton	6.50	333,450.00
Asphalt Cement in Mixture	12,050 ton	72.00	867,600.00
Portland Cement Additive in Class "E" Mixture	520 ton	50.00	26,000.00
Asphalt in Tack Coat	150 ton	100.00	15,000.00
Guard Rail, Type 2A	11,300 lin.ft.	4.50	50,850.00
Guard Rail, Type 3	150 lin.ft.	15.00	2,250.00
Guard Rail Anchors, Type 1	17 only	310.00	5,270.00
Guard Rail Anchors, Type 2	13 only	250.00	3,250.00
Rail End Pieces, Type A	11 only	12.00	132.00
Rail End Pieces, Type C	20 only	125.00	2,500.00
Extra Posts with Blocks	70 only	40.00	2,800.00
Extra Rail Elements	150 lin.ft.	10.00	1,500.00
Guide Posts	1,050 only	9.00	9,450.00
			$1,892,052.00
Additional Items			
Stage Construction Striping	All Required		$ 8,000.00
Permanent Pavement Striping	All Required		8,000.00
Remove Sand From Highway Shoulders	All Required		1,000.00
On-the-Job Trainees (5 @ $800)	All Required		4,000.00
			$ 21,000.00
	Subtotal		$1,913,052.00
	Engineering		191,305.00
	Total		$2,104,357.00

Length of Roadway - - - - 19.58 miles

Cost of Roadway Per Mile (Safety) $ 22,605.21
Cost of Roadway Per Mile (Overlay) 107,474.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Safety)	$ 442,612.00	$ 408,398.00	$ 34,214.00
Roadway (Overlay)	2,104,357.00	1,941,690.00	162,667.00
Total	$2,546,969.00	$2,350,088.00	$196,881.00

Group 1 - 100%

Contract No. 8049

Prefix: 625-1053

IRRIGON JCT.-STANFIELD JCT. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$1,000.00

8049

July 31, 1974

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on July 26 accepted your proposal for work on the Irrigon Jct.-Stanfield Jct. Section of the Old Oregon Trail in Morrow and Umatilla Counties for the sum of $2,293,927. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8049.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Vince Gallagher
Walt Hart
W. E. Schwartz
John Hagedorn
Wm. Geibel (SAIF)

8049

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-16-74

FEDERAL AID PROJECT NO.: I-80-5(46)167

STATE PROJECT NO.: IRRIGON JCT-STANFIELD JCT.

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-788

COUNTY NAME: MORROW AND UMATILLA

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUL 18 74
REFER TO
FOR
Path | Proj | D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JUNE 25, 1974	JUNE 25, 1974	INTERSTATE ROUTE 80	OLD OREGON TRAIL #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$500.00
STAGE CONSTRUCTION STRIPING	8,000.00
PERMANENT PAVEMENT STRIPING	8,000.00
REMOVE SAND FROM HIGHWAY SHOULDERS	1,000.00
ON THE JOB TRAINING	4,000.00

REMARKS:

MR. RULIEN'S JUNE 20, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1974 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-74	Orig. by Stanton / By [illegible] 7/18/74	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

TRANSACTION NUMBER 6-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-24-74

BY (Signature): L.W. RULIEN'S JUNE 19, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 788 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
788	I-80-5(46)167	19.6	3,616,000	3,336,400	IRRIGON JUNCTION–STANFIELD JUNCTION. MORROW & UMATILLA COUNTIES–STATE OF OREGON.	GRADE, HIGH TYPE PAVEMENT, SIGNING AND GUARDRAIL.

NOTED
E. S. HUNTER

6-24-74

RECEIVED
JUN 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

257

REFER TO
Hunter
FOR

REMARKS (Division)

6-25-74
Original to L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-24-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA FR-48
(Rev. 8-71)

GPO 915-690

6-24-74

8049

8049

June 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project I-80N-5(46)167

We are forwarding program data for one Interstate project, Item No. 788, Project No. I-80N-5(46)167, "Irrigon Jct.-Stanfield Jct. Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on July 25, 1974.

The project is exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970.

We hereby request a waiver of District 12 Clearinghouse A-95 review for this project based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

The negative declaration was concurred in by FHWA on October 18, 1973.

Public hearings are not required for the project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Also, FHWA, under memorandum of June 19, 1973 and March 1, 1974 for design purposes, approved a 2-inch asphaltic concrete overlay and, in addition, a 1-inch open-graded plant-mix seal.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practice Related to Safety".

Enc.

JG:dg

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

June 19, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 | PROJECT LOCATION (45 typewriter spaces): I-80N, 0.49 mi. E of Jct. U.S. 730, E. 19.6 mi

ADT | PRESENT: 3,300 | FUTURE: 7,900 | YEAR: 94 | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., H.T. Pave, Sign, G-rail | NATL. FOREST | FH ROUTE NO. | SUPV. AGY. | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 80-5

CARD | CLASS OF FEDERAL FUNDS: Interstate | COUNTY NAME: Morrow & Umatilla 049

ROUTE NO. 1 | FEDERAL-AID: I-80N | STATE: 6 | U.S.: I-80

NAME OF URBAN AREA: -----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1					PE		I-80N, D.49 mi E. Jct U.S. 730, E. 19.6 mi.					
1					ROW							
1					CONST (CODE) (Safety) 6201		"Irrigon Jct.-Stanfield Jct. Sec."	19.6	3,616,000	3,336,400	279,600	
							PROJECT TOTALS	19.6	3,616,000	3,336,400	279,600	

CARD 1 | CODE 1 | PREPARED BY

CARD 1 | CODE 14 | PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No.
Project Nos. I-80N-5(18)

Budget Bureau No. 41-R2

SEQ. NO. (46) | PROGRAM STAGE 1 OR X | 51 CODE 41

Budget Bureau No. 41-R2067; Approval Expires February 2[illegible]

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

June 19, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (48 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ON, 0.49 mi. E of Jct. U.S. 730, E. 19.6 m	ADT	3,300	7,900	94	10	Oregon	41	042	788

MARK (48 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Project Only: POST MI., DESIG.
, G-rail								I-	80-5	(46)	167 N

Interstate

COUNTY NAME: Morrow & Umatilla — CODE: 049 059

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I | FEDERAL-AID: I-80N | STATE: 6 | U.S.: I-80N

MARK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-80N, D.49 mi E. Jct U.S. 730, E. 19.6 mi.						Gr., & overlay with A.C. pave. 4-12 lanes with 10'R & 6' L sldrs. &safety revisions to update to Interstate standards, guard-rail, signs & other appurtenances.
W								
IST		"Irrigon Jct.-Stanfield Jct. Sec."						Row-300' min.; Access control-full; Parking restrictions complet.
y)			19.6	3,616,000	3,336,400	279,600		
		PROJECT TOTALS	19.6	3,616,000	3,336,400	279,600		

L DATES

REMARKS

Additional Data: Item Nos. 418 & 431;
Project Nos. I-80N-5(18) & (21), respectively

USCOMM-DC 48805-P61

REMARKS-continued

Project Data: The work consists of (1) grade and overlay with asphalt concrete pavement the existing roadway facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders; (2) safety revisions to bring to present Interstate standards roadway slopes, guardrails and signs.

IM 50-1-70 Requirements:

a. State Clearinghouse---Exempt from A-95 review under working agreement dated April 28, 1970.

b. Dist. 12 Clearinghouse-Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

PPM 90-1 Requirements: "Negative Declaration was concured in by FHWA on October 18, 1973.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval: FHWA under memorandums of June 19, 1973 and March 1, 1974 approved for design purpose a 2-inch asphaltic concrete overlay and, in addition, a 1-inch open-graded plant-mix seal.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM20-8.

Unusual Circumstances: It is possible that the tions for this project will require the contrac utilize mandatory borrow source sites for all o borrow material needed for the construction of mandatory borrow sites are specified, justifica tory use of the site or sites will be submitted tion.

NOTE: (1) On-the-job trainees, as set forth in 7-2(2), on this project will be dete stage and the number stipulated in t

(2) The seven items as set forth in para 20-4-72 that are applicable to the p are covered in the negative declarat

(3) This project is in Congressional Dis

Data for PR-37:

Roadway: Type Code 6201 (A.C. Overlay)---

Safety: Type Code Y002 (Traffic Signs)--
Type Code Y101 (Guardrail)------

Total Est. C

Morrow County-----45% of est. co
Umatilla County---55% of est. co

IRRIGON JCT-STANFIELD JCT SECTION
PROJECT NO I-80N-5(46)167

of (1) grade and overlay
he existing roadway
oot lanes with 10-foot right and 6-foot
ions to bring to present
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the project is solely
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Declaration was concured

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in addition, a 1-inch open-

us correspondence that
recommended in the
of February 1967, "High-
ces Related to Highway
val for safety work of
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January 18, 1969, the

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory borrow source sites for all or a portion of the borrow material needed for the construction of the project. If mandatory borrow sites are specified, justification for mandatory use of the site or sites will be submitted as a separate action.

NOTE: (1) On-the-job trainees, as set forth in FHWA Order 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS&E documents.
(2) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the negative declaration.
(3) This project is in Congressional District No. 2.

Data for PR-37:

Roadway: Type Code 6201 (A.C. Overlay)---Est. Cost $3,481,760

Safety: Type Code Y002 (Traffic Signs)--Est. Cost $ 16,380
Type Code Y101 (Guardrail)------Est. Cost $ 117,860

Total Est. Cost-------$3,616,000

Morrow County-----45% of est. cost
Umatilla County---55% of est. cost

TATION
8
1974
NOTED
E. S. HU
the subject
Vlach

Form FHWA 121 (Rev. 8-73)

807.9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 18, 1974

In reply refer to: 10-41.1

SUBJECT: Mandatory Borrow and Material Source
Irrigon Junction-Stanfield Junction
Old Oregon Trail Highway
Morrow County
I-80N-6( )

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
CC Schwartz
Veenbaas
Wolfe
6-21-74

We concur that it is in the public interest to make the subject borrow source a mandatory material source.

for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUN 19 '74
REGION 10
Info | Ops | Plng | Engr | Files

RECEIVED
JUN 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

804.9

Form S-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 26, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT

We have investigated the Interstate Overlay projects listed in your memorandum of March 21, 1974. There are four of these projects on which we know there may be difficulty. The other projects appear to be clear unless it is later discovered that right-of-way will be necessary.

8081

The Lebanon Road-Halsey Interchange Section does not require right-of-way; however, we understand the Planning Commission is very likely to turn down our application for a zone change for our proposed borrow site.

8.146

Myrtle Creek-Canyonville Section requires right-of-way and relocation. It does not appear that this project will be ready for contracting before September, 1974.

8049

Irrigon Junction-Stanfield Junction Section: Our Supervisor understands that a revision of the Irrigon Interchange is being considered that will require right-of-way.

8030

North Ontario Interchange-Idaho State Line: There is one parcel of property required for the Idaho Avenue Interchange. We have requested F.H.W.A. authorization to purchase but have not received approval.

JRO:A
CC F. B. Klaboe
J. H. Versteeg
W. J. Hart
V. D. Wolfe
J. B. Boyd
L. W. Rulien
Gary Potter
Clarence Gregg

Ken Rolfe /w/ att.
Rod Henry /w/ Att.
Frank North /w/ att.
Verne Allen /w/ att.

3-27 Received Clarence Gregg

RECEIVED
MAR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-29-74
Memo to Versteeg answer

MAR '74
REFER TO
ED ENGR

3-
Co

Engineer

DEPARTMENT OF T
FEDERAL HIGHWAY
Box
Salem OR
DATE March
In reply refer to 10-

Form DOHA 121 (Rev. 8-73)

8049

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 1, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-4(-)
Irrigon Junction-Stanfield Junction
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wolfe's February 28, 1974 letter, Federal participation in the one-inch open graded plant mix seal for the subject section is approved.

G. L. Green

3-5-74
Copy to Wolfe

RECEIVED
STATE HWY ENGR
MAR 4 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TAA

RECEIVED
MAR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. Johnson

NOTED
E. S. HUNTER
cc Huntley
Quinn
3-5 74

8049

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 28, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Irrigon Junction-Stanfield Junction
Old Oregon Trail Highway
Morrow and Umatilla Counties

A one-inch open graded plant mix seal is requested for the subject section under the provisions of Federal Highway Administration Notice HNG-23 dated May 28, 1973.

This request is in addition to the two-inch asphaltic concrete overlay depth approved in your June 19, 1973 letter.

Very truly yours,

Victor D. Wolfe
Location Engineer

CJG:af jp
cc: E.S. Hunter
C.J. Gregg

RECEIVED
MAR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 8-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 8, 1974

TO Victor D. Wolfe
Location Engineer

FROM L. H. Young
Project Management Engineer

SUBJECT Priority Primary Route Study

The Federal Highway Administration has instructed the States to develop a priority primary route study. These routes will require varied types of construction work to service projected 1995 design year traffic.

It is requested that your section design standard surface and base course thicknesses for each route's recommended improvements.

Copies of the priority primary route list, segmented highway straightline charts, and a detailed description of each segment's proposed type of work are attached.

Because subsequent activities for this study are dependent upon surface design, your early submission of the surfacing data before March 1, 1974, would be appreciated.

Enc.

cc: Jack Rowland

LHY:pr

Tebeau

RECEIVED

SECT.

NOTED
W. H. TEBEAU

8049

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Pendleton, Oregon 97801

January 25, 1974

RECEIVED

FILE:

FROM: H. W. Oswald

SUBJECT: Freeway overlay

TO: Dale Allen

In November you mailed out a list of freeway overlay projects prepared by Lyle Watson indicating the following:

	A.C.	Seal
Arlington Interchange-Irrigon Junction	--	1"
Heppner Interchange Section	2"	1"
Irrigon Junction-Stanfield Junction	2"	1"

The pavement between Tower Road Interchange and Ordnance Interchange has been indicating some distress for three or four years. This winter there have been a great many top lift popouts. A one inch seal will not be enough to hold the pavement together. It is recommended that ~~our~~ three inches of asphaltic concrete pavement be placed between Tower Road and Ordnance in addition to the one inch seal. Although it is no longer in Region 5, the pavement between Arlington and Tower Road should be closely examined. I know there are sections where a one inch seal will not be enough.

HWO/sk

Copy to C. Gregg

REFERRED TO

Cole ____ Reed ____

Eriksen ____ Sample ____

Hager ____ Watson ____

Return ☐ Forward ☐

Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

RECEIVED

JAN 31

ROAD DESIGN SECTION

8050 W. Fremont Interchge. Sec of 1971
Stadium Freeway in Portland
(Improvement & Mini Parks)

8050

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97309

DATE: December 17, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-405-8(32)303
West Fremont Interchange
PR Agreement with Burlington Northern Inc.

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The proposed agreement with the Burlington Northern Incorporated for a wire line crossing for the subject project is approved as submitted with Mr. Chidsey's December 2 letter.

for G. L. Green

cc:
OSHD (Chidsey)

YEN

DEC 1

FOR

OTED
A. L JOHNSON

STATE COPY

TO: OSHD (H S Co ar)
Wash DC (HHO-32)
E J Valach

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

IN COMPANY WITH: Marian Craft, METRO, Const Engr, OSHD
Harvey Nelson, Br Engr, OSHD
C. T. Christianson, Area Engr, FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-22-75	Bruce Wasill, Engr Trainee, FHWA	I-405-8(32)303

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	71 %	91 %

COPY SENT
JUL 2 . 1975
Washington

WEST FREMONT INTERCHANGE SECTION
STADIUM FREEWAY
Roadside Improvement & Mini Parks

The purpose of this project was to provide paved parking areas; planting of trees, shrubs, and vines; installation of an irrigation system; and installation of an area illumination system.

Upon completion the area will be turned over to the City and it will become their responsibility to maintain the area. The City plans to lease the parking areas to local businesses for use as either a parking area or as a storage area.

At the time of this inspection most of the work had been completed. That work remaining consisted of installing Redwood picnic tables and benches, laying sod lawn, placing of shrubs, installation of drainage inlets, and a general cleaning up of the area.

The project appears to be ahead of schedule; however, it may be late in being completed since certain required shrubs are unavailable to the contractor at this time. Overall the project appears to be running smoothly and indicates good management.

Form FHWA [illegible]

Form [illegible] 8050

CITY COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name West Fremont Interchange Mini Parks Date November 18, 1974

Highway Stadium Freeway

County Multnomah Contract No. 8050 F. A. Project No. I-405-8(32)

Prefix 626-1020 Account No. 285-03 303

Description of Work To Be Done:

Provide for the payment of irrigation water service billings during the contract plant establishment period.

Reimburse the City of Portland

Location by Station Numbers:

15 service locations thru out project

Estimate of Quantities and Costs:

15 metered services, $10.00 estimated monthly cost per meter, 10 month estimated plant establishment period.

Total estimated cost = $1,500.00

Only Copies 12-20-74

Explanation: Though not shown on the project authorization as an anticipated item, plant establishemnt water is normally provided by the state. With the completion of the project the city of Portland will assume payment of the water service billings.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization		$1,056,451.19
Present estimate of project cost, including $ 1,500.00 for work under this order		$1,024,037.46
Expected under-run ~~overrun~~ (amount)		$ 32,413.73
Expected under-run ~~overrun~~ (per cent)		3.07%

Space to right of this line is for use of Salem Office

Submitted by: Harvey D. Kelson, Resident Engineer

Approval Recommended: [illegible]

Approval Recommended: [illegible], Construction Engineer or Bridge Engineer

Approved: [illegible], State Highway Engineer

#8050

Wash DC (HHD-32)

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
11-13-74	C. T. Christianson, Area Engineer		I-405-8(32)303

IN COMPANY WITH
Bob Bothman, Metro Engr, OSHD; Marion Craft, Metro Constr Engr, OSHD; Dennis Johnson, Engr Trainee, FHWA

LOCATION
West Fremont Interchange (Intersection between I-405 and I-505), downtown Portland.

CONTRACTOR NAME AND ADDRESS
Paul Bros., Inc., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
7-31-74	$920,444.00	Spec. Comp. Date 11-30-75	7-31-74	8-27-74
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	22%	36%	

REMARKS

RECEIVED
DEC 4 1974
Office of
Assistant State Highway Engineer
Washington

COPY SENT
DEC 03 1974
12-4-74

WEST FREMONT INTERCHANGE
Roadside Improvement
Mini Parks

The purpose of this project is to perform roadside improvement landscaping with incidental necessary irrigation and illumination and to construct paved parking areas compatible with the surrounding light industrial and commercial installations. The entire project was developed in close cooperation with the Portland Development Commission (a branch of the City government) in order to create a compatible and attractive design with this particular portion of the City. The design is based on data solicited from nearby commercial and industrial developments with a multiple-use/joint development concept in mind. It was the consensus of the neighborhood that parking on a lease basis would be desirable and would allow business development to occur adjacent to existing development without sacrificing these parking facilities. It was also considered necessary to add small mini parks and pedestrian bikeway facilities for occasional daytime use in this area.

(more)

NOTED
H.S. COULTER

Form FHWA-1446 (12-72) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

On the date of this inspection the contractor was pouring concrete driveways and sidewalk areas as well as some curb and installing irrigation piping and section control valves. Other work under progress included hauling of topsoil in block #6. The work performed to date includes paving of all parking areas and substantially all curb, sidewalk and driveway modifications. Fence posts have been installed in all areas and much of the topsoil has been delivered.

The work is significantly ahead of schedule and it appears that the contractor will complete the project well in advance of the specified completion date.

8050

October 18, 1974

The Oregon Bank
Midland Branch
620 S.E. 122nd Ave.
P. O. Box 16146
Portland, OR 97216

Attention: Lewis Heimbigner

Gentlemen:

This will acknowledge receipt of your letter of October 15, 1974, with attached assignment of claim pertaining to the Paul Bros., Inc., Clifford H. Paul and Richard J. Paul, Contract No. 8050 for the West Fremont Interchange Section, Stadium Freeway in Multnomah County. We also received a copy of Mr. B. J. Mooney's letter of September 25, 1974, addressed to you consenting to the assignment of receivables under this contract.

Normally the sureties send the consent to assignment directly to the State Highway Division with a copy to the bank and the contractor.

Mr. Mooney's letter and the assignment of claim form signed by Richard J. Paul and Clifford H. Paul have been reviewed by our attorney. As requested, as of this date all money due or to become due in connection with Contract No. 8050 will be sent to the Oregon Bank, Midland Branch and to your attention.

Attached is a copy of your letter acknowledging receipt of the various papers.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachment

cc: American Insurance Companies
3333 California St.
P.O. Box 8395
San Francisco, CA 94119
Attn: B. J. Mooney, Attorney in Fact

Paul Bros. Inc.
29 N.E. 148th Ave.
Portland, OR 97230
bc: V. E. Skoog
Attn: Dick Hacek
Jack Sollis

Form A-304

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100 ($1.00) Dollars, to us (me) paid, We (I) hereby sell, assign and transfer the within claim for all money due or to become due in connection with Contract No. 8050 with Oregon Transportation Commission, Highway Division, for West Fremont Interchange Section in Multnomah County, Contract #8050

to The Oregon Bank, Midland Branch and authorize and empower said The Oregon Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 10 day of October, 1974.

Executed in the presence of us as witnesses:

Elaine M. Boynton

Paul Bros. Inc. Clifford H. Paul & Richard Paul

X Richard D. Paul

X Clifford H. Paul

LPH:jj

and

the oregon bank
COMMERCIAL · SAVINGS · TRUST

MIDLAND BRANCH · 620 S.E. 122nd Avenue · Post Office Box 16146
Portland, Oregon 97216 · 255-9430

October 15, 1974

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

ATTN: Mr. C.W. Herd, Commission Services

Gentlemen:

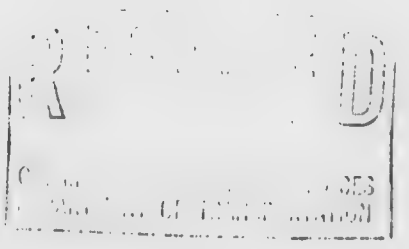
In accordance with your letter of September 10, 1974 concerning contract No. 8050, West Fremont Interchange Section in Multnomah County, between Paul Bros., Inc. and the State of Oregon. We are enclosing your Assignment of Claim form duly executed by our customer, and a copy of a letter from Firemen's Fund American consenting to the assignment.

We trust you will find everything in order and would appreciate your acknowledging, on the enclosed copy of this letter, receipt of these documents and return the same in the enclosed envelope.

Sincerely,

Lewis Heimbigner
Assistant Vice President
and Manager

LPH/jj



FIREMAN'S FUND
AMERICAN INSURANCE COMPANIES
HOME OFFICE SAN FRANCISCO

September 25, 1974

The Oregon Bank, Midland Branch
P. O. Box 16146
Portland, Oregon 97216

Attention: Mr. Lewis Heimbigner, Asst. Vice President & Manager

Subject: Bond #SC 626 78 32 - Paul Bros., Inc.
Clifford H. Paul & Richard J. Paul
Obligee: Oregon Transportation Commission, Highway Division,
State of Oregon
Contract: #8050 - West Fremont Interchange, Multonomah Co.

Gentlemen:

In accordance with your request of September 18, 1974, we hereby consent to the assignment of receivables under the above contract, in accordance with the assignment of claim executed by Paul Brothers, Inc., Clifford H. Paul & Richard J. Paul to the State of Oregon Highway Department.

The above is subject to the understanding that, in the event Paul Brothers, Inc., Clifford H. Paul & Richard J. Paul (contractor) should default Contract #8050 with the Oregon Transportation Commission, Highway Division for West Fremont Interchange Section in Multonomah Co., Contract #8050, any funds remaining in this contract at time of default are payable to the surety, The American Insurance Company.

Yours very truly,

B. J. Mooney
Attorney-in-fact

BJM:sg

cc Mr. C. W. Head, Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

489009—8-64

The Oregon Bank
P. O. Box 16146
Portland, OR 97233

September 10, 1974

Attention: Lou Heimbigner

Gentlemen:

This is a follow-up to our telephone conversation of today concerning your request for assignment forms in connection with the Paul Bros., Inc., Contract No. 8050, West Fremont Interchange Section in Multnomah County.

The American Insurance Company furnished the performance bond on this contract. The bond is given to assure completion of the contract and payment of all bills incurred in the contract.

Before we can honor the contractor's assignment to the bank, it will be necessary that we have in our possession a written statement from the surety consenting to the assignment.

Attached are five copies of an Assignment of Claim form and one copy filled in as a model. Please have the contractor execute the assignment form and return the original and one copy to this office, accompanied by a statement from the surety consenting to the assignment.

If the contractor will so instruct us, we have no objections to forwarding the estimate payments on this contract to and in care of your bank. The checks, however, would be payable to the contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

Att.

cc Dick Hacek

P. S. This contract is a joint venture in the names of Paul Bros., Inc., Clifford H. Paul and Richard J. Paul and the assignment form should include all names of the joint venture.

Form A-[illegible]

ST[illegible] OF OREGON—HIGHWAY DEPAR[illegible]NT

Sample

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100

($ 1.00) Dollars, to us (me) paid, We (I) hereby sell, assign and transfer the within claim for All money due or to become due in connection with Contract No. _____ with the Oregon Transportation Commission, Highway Division for (description of contract and number)

to (Name of Bank) and authorize and empower said (Name of Bank) to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this ..... day of ....., 19.....

Executed in the presence of us as witnesses:

(Name of Contractor)

.....

.....

by

Title

Form A-314

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100 ($1.00) Dollars, to us (me) paid, We (I) hereby sell, assign and transfer the within claim for all money due or to become due in connection with Contract No. 8050 with Oregon Transportation Commission, Highway Division, for West Fremont Interchange Section in Multnomah County, Contract #8050

to The Oregon Bank, Midland Branch and authorize and empower said The Oregon Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 10 day of October, 1974

Executed in the presence of us as witnesses:

Elaine M. Baynton

Paul Bros. Inc. Clifford H. Paul & Richard Pa

X Richard J. Paul

X Clifford H. Paul

Form AL-334-3108 8050 1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Fremont Interchange

Highway Stadium Freeway Date Sept 9, 1974

County Multnomah Contract No. 8050 ✓

Contractor Paul Bros., Inc. Prefix 626-1020 ✓

Address 29 N. E. 148th Ave. F. A. Project No. I-405-8(32)303 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract. Order No. 1 ✓

Description of work to be done:

Construct type "P" Inlets and install the pipe required to connect the inlet to the existing drainage system.

Location by station numbers:

Along 15th Ave. from Johnson St. to Savier St.

Estimate of quantities and cost:

Construct 9 type "P" inlets
Install 100 lin. ft. 8" pipe

Total estimated cost $6,000.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract plans detail new curb to be constructed along 15th Ave. 7 ft. behind the dedicated curb line. Existing inlets at street intersections along 15th will be replaced by extra work to provide normal street drainage.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,056,451.19 ✓
Present estimate of project costs, including $ 6000.00 for work under this order	$1,020,565.45
Expected under-run amount	$ 35,885.74
Expected under-run per cent	3.4

Space to right of this line is for use of Salem Office

Submitted by Arvey D. Nelson, Resident Engineer

Approval Recommended: Maurice A. Cuff, Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer

SP 70001-734

cc: John Jenkins Metro Const

AD

7-13-74

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. Glisan Street Portland, Oregon 97213 Phone: 229-6971

METROPOLITAN ENGINEER
JUL 5 1974

August 13, 1973

WALTER O. PAULSON
Paulson Enterprises, Inc.
1433 N. W. Quimby Street
Portland, Oregon 97209

Your letter directed to me points to two separate issues.

The highway right of way under the West Fremont Bridge is presently in the process of being developed to provide a multi-use area. Approximately 50% of the area will be dedicated to park purposes and recreational facilities. The remaining 50% will be leased out in an improved state to neighboring industry, actually as a resource to fund the maintenance of the entire project.

At the present time the plan has received the approval of the Highway Division and the City in concept. An agreement has been drafted to facilitate the multi-use project and this agreement and the plan will be presented to the council for their final approval. With this approval, the construction contract will proceed perhaps yet this fall. We had anticipated that the contract would be let by this time. Therefore, no arrangements were made to establish the temporary use of the area. Under this short-term time frame I would be interested if you object to the temporary use by other companies sufficiently that the Division should take the necessary action to post the area for non-use by other companies.

The second issue relates to improvement of N.W. 15th Avenue. The plan for improvement of the area under the West Fremont includes placing of sidewalks, curbs and gutters on the west side of N.W. 15th. Therefore, I think it would be appropriate for your firm to proceed with the necessary petition to the City for improvement of 15th Avenue.

Insofar as the actual improvements, example paving of N.W. 15th Avenue, that responsibility would be with the City of Portland as this is a City street. As an adjacent property owner, the Highway Division would assume the normal costs delegated to the adjacent property owner, that being for the curbs and sidewalks.

I apologize for the delays in proceeding with the multi-use concept for the properties under the West Fremont, but since this is a first-of-a-kind, it has taken a rather long period to proceed with the necessary planning to accomplish the desired results.

R. N. BOTHMAN
Metropolitan Engineer
RNB:rr

cc: Lloyd Anderson, H. S. Coulter, R. L. Schroeder

METROPOLITAN ENGINEER

JUL 5 1974

August 9, 1973

Mr. Robert Boothman
Metro Regional Engineers
P.O. Box 13160
Portland, Oregon 97213

Dear Mr. Boothman:

After consulting with various departments of the State Highway Commission, I have been advised you are the man to contact regarding a problem in our neighborhood.

It is my understanding that the space beneath the approach to the Freemont bridge at this point is the property of the Oregon State Highway Commission and has not been offered for rent or lease. We have a new neighbor by the name of Mount Trailer Company who seem to be conducting a great portion of their business rent free on state property. We have counted as many as 52 individual trailers and/or trucks parked more or less permanently on this property.

An additional irritation that can be verified by your inspection is the fact that through their illegal use of this area, several thousand dollars of damage has been done to new curbing and side walk installations. Trucks and trailers are making entry and exit to your property in any direction they see fit including over the curbs and new side walks. As a tax payer I feel that the company or companies using this area should be held responsible for the ultimate replacement of the damaged property.

Are we to assume that if this is rent free property, we can also use the same to store used equipment and supplies for our machinery manufacturing operation, rent free?

As manufacturers of precision woodworking machinery, and importers and distributors of precision metal

working machinery, we are suffering from a very serious dust problem due to movement of trucks and trailers in the area. We are very anxious to carry our share of the financial burden to pave N.W. 15th street at least within our block to eliminate the dust problem as much as possible. As the State Highway Commission is the owner of one entire side of N.W. 15th street we are helpless to petition for pavement until you people determine the ultimate disposition of the area under the approach ramp.

I would appreciate any information you might give us as to the possibility of paving N.W. 15th street, as it is now used as a regular truck and car thoroughfare.

Sincerely,

PAULSON ENTERPRISES, INC.

Walter O. Paulson, Jr.
President

WOP:JR/je

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 26, 1974

WALTER O. PAULSON
PAULSON ENTERPRISES, INC.
1433 NW Quimby Street
Portland, Oregon 97209

Because of other pressing matters, I have failed until now to respond to your letter of July 2.

Concerning your first question, bids were received this week for the Multiple Use project which will develop the properties under the West Fremont Interchange. It is anticipated that this contract should be let within the next week and will start soon thereafter. Although the project is scheduled for completion in 1975, if the contractor so chooses it could well be completed this year.

Insofar as a petition to improve NW 15th Avenue, the Highway Division generally does not petition for such improvement, leaving this up to the adjacent property owners.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc Connie McCready
W. S. Coulter

SIGNED
W. S. COULTER

K

RECEIVED
JUL 29 1974
Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 26, 1974

WALTER O. PAULSON
PAULSON ENTERPRISES, INC.
1433 NW Quimby Street
Portland, Oregon 97209

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Insofar as a petition to improve NW 15th Avenue, the Highway Division generally does not petition for such improvement, leaving this up to the adjacent property owners.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc Connie McCready
H. S. Coulter

NOTED
H.S. COULTER

K

RECEIVED
JUL 29 1974
Office of
Assistant State Highway Engineer

Paulson
ENTERPRISES, INC.
ESTABLISHED 1919
1433 N.W. Quimby Street Portland, Oregon 97209
Phone 228-3187 Area Code 503
International Cable Address "Paulson"

METROPOLITAN ENGINEER
JUL 5 1974

July 2, 1974

Mr. R. N. Bothman
Oregon State Highway Division
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Enclosed please find copy of our letter of August 9, 1973 and your reply of August 13, 1973.

Again, may we impress upon you the seriousness of the mud, flooding, and/or severe dust conditions that prevail up and down Fifteenth Street which now is becoming a well travelled street. The continuing use of the unpaved area under the approach to the Fremont bridge by great numbers of trucks keep the surface broken up to a degree that any windy conditions tend to fill the air and our plant with dust. We utilize in our plant precision machine tools which suffer from extra-ordinary wear as a result of the dust condition. Also, we manufacture precision industrial woodworking equipment which is subjected to the same problem.

We have contacted the city regarding improvement of N.W. 15th street between Quimby and Raleigh and are willing to assume our proportionate amount of this expense. Per your letter of August 15, you indicate the willingness of the Highway Division to "assume the normal cost delegated to the adjacent property owner, that being for the curbs and sidewalks." Is the State Highway Division also willing to assume the cost of paving their share of the street? You stated in your letter that the highway right away under the Fremont bridge was in the process of being developed to provide a multi-use area. Please advise what progress is being made.

If you will indicate the State Highway Division's cooperation in the improvement of N.W. 15th street, I will send to you the petition form from the city of Portland.

Sincerely,

PAULSON ENTERPRISES, INC.

Walter O. Paulson

Walter O. Paulson, Jr.
President

WOP:JE/je

8050

July 31, 1974

Paul Bros., Inc.
Clifford H. Paul
and Richard J. Paul
29 N. E. 148th Ave.
Portland, OR 97230

Gentlemen:

The Oregon Transportation Commission on July 26 accepted your proposal for improvement and mini parks on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County for the sum of $920,444. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8050. Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Robert Bothman
Arvey Nelson
David Talbot
Wm. Geibel (SAIF)

8250

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-16-74

FEDERAL AID PROJECT NO. I-405-8(32)303

STATE PROJECT NO. WEST FREMONT INTERCHANGE

COUNTY NAME MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. I-789

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
JUL 18 74
REFER TO
FOR
Late | Invss | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JUNE 25, 1974	JUNE 25, 1974	INTERSTATE ROUTE 405	STADIUM FREEWAY #61

GENERAL LOCATION: CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$100.00
ON THE JOB TRAINING	800.00
INSTALL WATER METERS	7,050.00
FURNISH WATER METERS	2,400.00

REMARKS:

MR. RULIEN'S JUNE 20, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1974 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-74	for W. V. Cusack	for DIVISION ENGINEER

Orig to Hunter Cy to F.C.A. 7/17/74

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8050

FORM 81.7J4.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Ore. 97213
July 8, 1974

FILE:

E. S. Hill

Sent to Verstoeg

FROM: R. O. Cunningham
Metro Planning Engineer

SUBJECT: MULTIPLE USE PROJECT

RECEIVED
JUL 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TO: MEMO TO THE FILES

On July 2nd a meeting was held in the Metro office. Those present were: Norm Beukelman, Doug Butler, Jim Kirk, and Jackson A. Davis from the City; Bob Cunningham, Tom Savage, Don Billings, and Arvey Nelson from the State Highway Division; and C. T. Christianson of FHWA.

The two attached letters were discussed item by item. On the letter from Monaghan to Norm Beukelman, the first item, lack of full width sidewalks on 15th St., no action was taken, and it will be built according to plan.

Item number two: The use of nonscored sidewalks. It was pointed out that the plans called for an expansion joint every 10 feet and this was satisfactory.

Item number three: The location and configuration of sidewalks. He generally felt that the sidewalks should be straight much as any other city street, when it was pointed out that this should look like a park development he agreed that no change should take place.

Item number four: The style of driveway. It was pointed out that the type "A" driveway slopes from the curb to the back of the sidewalk and this answered his objection.

Item number five: Details and evaluation of widening. The City feels that the curbs along 15th St. should not be straight line from one street to the other, but should have a vertical crown in them to allow for drainage of any future improvement of the street. Arvey Nelson will coordinate this work with the City.

Beukelman brought up the point that the City has adopted a criteria for wheelchair ramps and that the slope on this project will need to match the city code. A quick check of the plans revealed that the slope called for on the plans is flatter than that required by the City. Also the opening is wider than what is required by the City.

The letter from the Bureau of Parks and Public recreation to Mr. Norm Beukelman expresses several concerns. The first is that the scientific plant names should be used. However, he admitted that this was not absolutely necessary if it was coordinated durning

Copy To Verstoeg
7-12-74

the construction phase. The next three items generally concern the selection of plants for use in the industrial area and also the concept that all the trees were the same. He objected to both of these and it was determined that it was a technical discussion, therefore, Tom Savage and Mr. Davis agreed to get together and resolve their differences. A new plant list in order to have the list available immediately upon the award of the contract so that a change order can be initiated at that time.

Two additional letters are attached. One from Traffic Engineering, and one from the Bureau of Lighting both accepting the project. Beukelman also stated that the Water Bureau has giben their approval.

bg

enclosures

cc R. L. Schroeder
E. S. Hunter
C. T. Christianson
T. L. Savage
Arvey Nelson

RECEIVED
JUN 27 1974
PORTLAND DEVELOPMENT COMMISSION

June 26, 1974

PORTLAND OREGON

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

Portland Development Commission
1700 S. W. Fourth Avenue
Portland, Oregon 97201
ATTENTION: Norm Beukelman

Subject: West Fremont Interchange Section Roadside Improvement and Mini Parks (I-405)

Gentlemen:

I have reviewed the above mentioned plans. The lighting configuration is not in conflict with the design prepared by Bob Dixon (State Highway Division) and Chuck Cochran of my staff. The lighting design should prove adequate for its intended purpose. Any changes should be immediately brought to our attention. Thank you.

Sincerely,

Donald R. Norman

Donald R. Norman, Director
Bureau of Lighting

DRN:jb

Beukelman:
Water Bureau has approved this

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

JUN 27 1974

PORTLAND DEVELOPMENT COMMISSION

June 25, 1974

From W. T. Monahan, Assistant City Engineer

To Portland Development Commission

Addressed to Norm Beukelman

Subject

We have reviewed the preliminary plans for improving the areas under the West Fremont Bridge approach and have the following concerns:

1. The lack of full width sidewalks along 15th Avenue.
2. The use of non-scored sidewalks.
3. The location and configuration of sidewalks.
4. The style of driveways.
5. Details and elevations of widenings.

Rather than attempting to elaborate on each of these points in a letter, we suggest that representatives of this office meet with the designer. If you would like to arrange such a meeting, please contact Jim Kirk at 248-4379.

W. T. MONAHAN
Assistant City Engineer

JK:jd

cc: Dick Walton

RECEIVED
JUN 25 1974
PORTLAND DEVELOPMENT COMMISSION

CITY OF PORTLAND, OREGON
BUREAU OF PARKS AND PUBLIC RECREATION

2115 S.E. MORRISON STREET
FRANCIS J. IVANCIE, COMMISSIONER
DALE R. CHRISTIANSEN, SUPERINTENDENT

June 21, 1974

Mr. Norm Bruegelman
Portland Development Commission
1700 S.W. Fourth Ave.
Portland, Oregon 97204

Dear Norm:

Here are my comments and observations on the 15th & 16th Ave. Plans.

1. Scientific Plant names should be used on all plans to accurately determine the plant materials. There are a lot of inaccuracies in common names.

2. Several plants included in these plans are not suitable for use in industrial sites. It would be well to consult lists of plants that do well in industrial areas in making this design since the area will remain industrial.

3. Some of the plants that were designated are not proven hardy in this area. Since this site is low and subject to air drainage from the West hills, both late and early frosts should be expected making for a shorter growing season and damage to plants in tender growth stages. Every effort should be made to select completely hardy plants.

4. Not enough large trees have been used. Native conifers like Tsuga and Pseudotsuga should be used. They would accomplish several things that would be desirable:

1) Create an overstory over other material.
2) Filter noise and air.
3) Help hide the freeway.
4) Add some winter green.

They would cut down on the light in the winter but winter also needs air cleared and noise muted.

5. More native plants should be used. Most of our natives are very adaptable to use in the landscape and possess many beautiful characteristics. They are hardy, vigorous, available and reasonably priced.

6. Winter under the bridges is dull and gloomy. Ask any troll or wino. More plants should be used that give winter effect. Not only bloom-time should be considered but colorful or interesting bark, fruit, twigs and pods. Try to liven up the landscape in the rainy season.

7. Try to cut down the size of the ground cover areas and try to eliminate the exotic ground covers. Grass is still the cheapest to maintain ground cover and many exotic ground covers are not too vigorous and will have a high maintenance cost for a long period of years and only giving a sub-standard appealing effect.

8. Please specify that the grass areas be seeded and not sodded. It is cheaper and the kind of seed to use is Manhattan Rye and it germinates all year in Portland so no problem on starting time. Sod all has Blue Grass which requires a high Ph and lacking it, it will soon die out leaving only the minor grasses in the blend. This requires extra overseeding.

9. Eliminate the North-South sidewalk on the 15th Ave. side and the curb line street trees. There will not be enough North-South foot traffic to make any wear patterns in Manhattan Rye turf (we use it on our soccer and football bields with good results).All that chatter about a bike path is conjecture and if the need arises in the future it could always be installed. Both straight line walks and curbside trees make softening difficult. Groups of different kinds of trees does these things:

1. No street and sidewalk trimming of trees.
2. Makes replacement trees easier since only small groups are involved. .
3. Makes different size replacements not so noticeable.
4. Do not kill erratic auto drivers like curbside trees.

10. Soil test for each blocks landscape area should be tested soon at O.S.U. and specify that the contractor correct the soil nutrient and Ph to accommodate the plant materials in that block. This is good insurance for the contractor and shrub replacement.

11. A chemical weed control program should also be specified to attain a quick planting effect and to eliminate undesirable weeds and grass.

Very truly yours,

Jackson Davis

Jackson A. Davis, Assistant
Director of Operations

JAD:es

PORTLAND
OREGON
DEPT. OF FINANCE AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, O.1. 97204
503/248-4296

MAY 14 1974
PORTLAND Development Commission

May 10, 1974

2150
Master File Copy

Mr. Norman Beukelman
Portland Development Commission
1700 S.W. 4th Avenue
Portland, Oregon 97201

Dear Mr. Beukelman:

We have reviewed the plans for land use under the structural section of I-405 from N.W. Johnson Street to the west Fremont Interchange.

The driveway arrangement as shown is satisfactory with respect to street access and turning movements as well as not opening onto through streets or streets abutted by industry.

The prospective west curb line of N.W. 15th Avenue to be built 55 feet from the east property line will allow reasonable maneuvering space for 40' trailers backed to the east side loading docks. However, in the event that longer trailers would be used, the roadway width between some docks and the west curb would be inadequate. Under this condition some modification of the docks would be necessary.

The Northwest District plan calls for a de-emphasis of 18th-19th one-way couplet streets and rerouting this traffic to the 14th-16th couplet system. This could have some effect on property uses and access for the areas underneath the west Fremont Bridge interchange.

From a traffic standpoint we feel the change from 18th-19th to 14th-16th would be a mistake. At this point I am not sure what the status of the plan is except that the City Council has not yet acted on the proposal.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DRM:ba

MONTHLY TRANSACTION NO. 6-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT (Oregon)

DATE 6-21-74

BY (Signature)

TITLE

Mr. Rulien's June 20, 1974 letter

Program Management Engineer

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 789 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
789	I-405-8(32)303	0.0	1,305,012	1,204,134

NOTED
E. S. HUNTER

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
West Fremont Interchange Section (Portland)	Landscaping, including development of mini parks with planting of trees, shrubs, vines and lawns, construction of parking areas, walks, and irrigation system

REMARKS (Division)

6-25-74
original * to
L.W. Rulien

J12574

REFER TO

FOR

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
6-2-74	G.L.Gr[illegible], Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA PR-48
(Rev. 8-71)

GPO 915-630

#8050

June 20, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project I-405-8(32)303

We are forwarding program data for one Interstate project, Item No. 789, Project No. I-405-8(32)303, West Fremont Interchange Section, which we desire to have included in the Federalaid Interstate Program.

It is our present intention to receive bids for this project on July 25, 1974.

This project is exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970.

This project is exempt from District 2 Clearinghouse A-95 review under paragraph 2b of IM 50-1-70 as a substantial amount of right-of-way was acquired prior to September 30, 1969. The FHWA concurred by letter of June 12, 1974.

The environmental statement is being submitted as a separate action under the provisions of PPM 90-1.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

Design approval for the proposed project is considered as having been given as an incidental element of the overall design concept approved for roadway construction under Project No. I-405-8(20)303. FHWA concurred in this concept by letter of June 12, 1974.

Encl.

JG:dg

Budget Bureau No. 41-R2[illegible]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-20-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): I-405, West Fremont Intchge. (Portland) 21 65

ADT — PRESENT: 37,400 — FUTURE: 63,000 — YEAR: 94 (66)(70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Mini Park & Landscape 28 62 — NATL. FOREST (63)(65) — FR ROUTE NO. (66)(69) — SURV ACCT (68) — DA CLASSIF. (70) — D U AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): I- 14 23 — NUMBER: 405-8 7

CARD — CLASS OF FEDERAL FUNDS: Interstate — COUNTY NAME: Multnomah

NAME OF URBAN AREA: Portland 17-31 — ROUTE NO. I — FEDERAL-AID: I-405 (32) — STATE: 61 (36)(37) — U.S.: I-405

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1 (1-4 5)	116	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
5					PE		I-405, West Fremone Interchange (Portland) (NW Irving St. to NW Thurman St.)					
5					ROW							
5					CONST (CODE) Y021		"W. Fremont Intchge. Section"					
								0.0	1,305,012	1,204,134	100,878	
							PROJECT TOTALS	0.0	1,305,012	1,204,134	100,878	

(16) (23)(24) (39)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional data: Item No No. I-405-8(20)303.

Budget Bureau No. 41-R2067; Approval Expires February 28 19 74

FORM FR-1 (REV. 4-61)

6-20-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-405, West Fremont Intchge. (Portland)	ADT	37,400	63,000	94	10	Oregon	41	042	789

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SURV ACCT	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
Landscape								I-	405-8	(32)	303

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Multnomah	051	
Portland	ROUTE NO. I / FEDERAL-AID I-405 / STATE 61 / U.S. I-405		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-405, West Fremone Interchange (Portland) (NW Irving St. to NW Thurman St.)						Mini park & land-scaping consisting of planting trees, shrubs, vines, lawns, and fur-nishing & placing topsoil. Const. parking areas & walks. Install irrigation systems and area illum.
ROW								
CONST (CODE) Y021		"W. Fremont Intchge. Section"	0.0	1,305,012	1,204,134	100,878		ROW - 200' min.; Access control - full; parking restrictions - complete.
BY		PROJECT TOTALS	0.0	1,305,012	1,204,134	100,878		

APPROVAL DATES

REMARKS

Additional data: Item No. 544; Project No. I-405-8(20)303.

-OVER-

USCOMM-DUSCOMM-DC 48905-P61

W. FREMONT INTCHGE. SECTION
Project No. I-405-8(32)303

EMARKS: continued

ata for PR 37-B: On R/W-1; R/W-F; Sanitary Facilities - N.

roject Data: The project consists of constructing mini parks and landscaping requiring grading; removal of walks and curbs; furnishing nd placing topsoil; construction of parking areas, walks, planter boxes, tables, benches, drinking fountains and litter receptacles; planting rees, shrubs, vines and lawns; fertilizing and mulching; installation of irrigation system, area lighting and other incidental work common to his type of project.

-95 Review:
a. State Clearinghouse ---- Exempt under working agreement dated April 28, 1970.
b. Dist. 2 Clearinghouse -- Not required under paragraph 2b of IM 50-1-70 as a substantial amount of right-of-way was acquired prior to September 30, 1969. FHWA concurred by letter of June 12, 1974.

PM 90-1 Requirements: Environmental statement is being submitted as a separate action.

ublic Hearings: None required under provisions of paragraph 6c of PPM 20-8.

esign Approval: Approved by FHWA memorandum of June 12, 1974.

ote: (1) On-the-job trainees, as set forth in FHWA Order interim 7-2.2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the environmental statement.

(3) This project is in Congressional District No. 1.

8(52)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 19, 1974

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT West Fremont Multiple-Use Project

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project will prepare the area under the west approaches to the Fremont Bridge for public and private use. By agreement with the City of Portland, the entire area beneath the I-405 Freeway structures will be leased to the City for a period of ten years, with the provision that a portion of the property will be landscaped and developed for park and related use and the remainder will be surfaced and subleased to private concerns for parking or storage. Revenue derived by the City must, under the agreement, be used for operating, maintaining, and developing the properties in such a way as to benefit the northwest district of the city.

The area encompassed by this project is that State-owned property lying under or contiguous to the Stadium Freeway (I-405) and the West Fremont Interchange, bounded on the south by N.W. Johnson Street, on the north by the railroad near N.W. 14th Avenue and Thurman Street, and on the west by a line near N.W. 19th and Thurman Street. (See map.) Before transferring use of the property to the City, the State will

complete minor grading and paving drainage, and installation of fencing, lighting, and irrigation facilities. State plans also include a bicycle path, landscaping of the areas outside the subleased parcels, and surfacing of those areas to be used for parking or storage.

PURPOSE OF PROJECT — The purpose of this project is to promote multiple use of available public land and to provide parking facilities and some measure of visual amenity and open space.

Benefits to the neighborhood will be the alleviation of dust and mud problems, improvement of parking facilities and an immediate improvement in appearance. Economic returns from the parking areas will provide funding for maintenance.

EXISTING ENVIRONMENTAL SETTING — The project area covers ten full city blocks and five partial blocks, all within the State right-of-way, in addition to several tiny triangular parcels. Private property lying both east and north of the project is entirely commercial or industrial, while there are a very small number of residential properties west and south, occupied principally by those of low to moderate income.

St. Patrick's Catholic Church is located on the corner of N.W. Savier and N.W. 19th Avenue adjacent to the project area. This historic building has been officially listed in the National Register of Historic Places, according to the Federal Register of June 4, 1974.

Northwest 15th Avenue, running parallel to and immediately east of the project, carries railroad spur tracks but is otherwise unimproved. Northwest 16th Avenue along the west edge of the project serves as a southbound arterial, used daily by approximately 2,400 vehicles. Northwest 18th and 19th form a one-way couplet, and for many years have served as the main route of Highway 30, the Lower Columbia River Highway. Each of these carries approximately 12,000 vehicles daily through the project area. Northwest Marshall and Lovejoy are the major east-west streets which cross the project, with Marshall carrying 8,700 vehicles westbound and Lovejoy 11,000 eastbound.

Presently, no use of the project property is authorized. Yet on a typical afternoon, approximately 120 vehicles can be found using the area for either short-term parking or longer-term storage, while another 130 vehicles park at curbside along streets in the area. With approximately 400 parking stalls provided within the project area, there will be adequate parking capacity for all

those vehicles now in the immediate vicinity. (The total parking does not exceed that parking which was removed by freeway and ramp construction.) With some of the present on-street parking moving into authorized lots, traffic flow should improve. No significant increase in traffic due to this project is anticipated.

Existing noise levels vary from moderately high to high within the project area and are influenced by the grade of the interchange ramps and the height of the structure above the surface, as well as by traffic and industrial activity in the local area. Excessive auto and truck usage render verbal communication difficult even in off-peak hours.

Air pollution levels in the project area are relatively high and occasionally in excess of existing Federal standards. Carbon monoxide levels do not normally exceed Federal standards except on the roadways themselves. Nitrogen dioxide levels are high due to automobile exhaust, industrial sources, and home heating; and particulate levels in northwest Portland are among the highest in the city. It is inferred from existing data on carbon monoxide measurements that hydrocarbon levels in the northwest Portland district regularly exceed Federal standards.

During the dry periods of the year, a dust problem exists. Particulate matter generated by cars on the overhead ramps adds to the dust problem so that the entire area is covered daily with a light coating of dust.

The area at present appears to be entirely unimproved esthetically. The soil is bare with no trace of plant life, and the surface is rough and hard-packed, varying from dry and dusty to rutted and full of puddles, depending on relationship to the overhead structure and the season. The area is regarded by the community and passersby as unattractive.

ALTERNATIVES TO THE PROPOSAL

Alternatives to this project should be considered on the basis of an additional use for property already serving the public as a transportation facility. Possibilities range from the do-nothing option through exclusively commercial use, exclusively open space and leisure use, or a combination of open space and commercial uses.

The do-nothing alternative offers no improvement and is rejected on the basis of esthetics, if for no other reason. Exclusively commercial use of the entire right-of-way would result in the greatest monetary return from the property, but the lack of green areas would not be consistent with the widely accepted concept that the City should include "people areas" for livability. Use of the

entire area exclusively for open space and leisure use would present two problems, in addition to funding difficulties. Much of the land is cut off from sunlight and rainfall by the overhead structures, making successful landscaping difficult; and because of the location of the property in an industrial area with high noise levels, anticipated usage does not justify exclusive park use.

The proposed project will utilize the central core of the right-of-way -- where landscaping is impractical -- for commercial use as parking or storage, while the edge property with access to sunlight and rain is to be landscaped for screening and esthetics, and for casual use by bicyclists and pedestrians. (See the preliminary sketch attached to this report.) By agreement, revenues derived from use of the parking and storage facility will be spent solely for the control, maintenance, and further development of the area.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The project will be confined entirely within the existing right-of-way so that any effects on the surrounding environment will merely modify or will reverse effects resulting from recently completed freeway construction. With no additional right-of-way required, there will be no social or economic effects from residential or industrial relocation.

With the construction of approximately 400 off-street parking spaces, some changes might be expected in traffic flow through the area, although most of the potential users will transfer from present curbside parking to the new off-street lots. The proposed project will not attract significant new traffic, and changes should be from short-distance rerouting rather than from an influx of vehicles.

The West Fremont Multiple-Use Project will have no adverse effects on St. Patrick's Catholic Church. One landscaped area will be located directly across from the church property, increasing the esthetic appeal of the historic site.

This project would have no permanent adverse noise impacts; in all probability, the reduction in traffic congestion will result in a slight decrease in noise. The psychological awareness of noise would also be lessened by the added greenery and fencing around the industrial area.

There may be some noise increases during construction, but they would be very small due to the already high noise levels in the area.

The actual physical improvement of the area below the Fremont Bridge approach structures will not in itself create an

adverse effect on air quality. The addition of green areas and open space will be an improvement which may attract pedestrians and park users. Due to the absence of sensitive receptors immediately below the existing structure, no air quality impact exists in this area at this time. It should be noted, however, that any improvement which creates an influx of human activity into this area exposes these individuals to a certain amount of health risk because of air pollutants. Whereas it is predicted that carbon monoxide levels will be below existing ambient air quality standards under adverse climatological conditions, the concentration of lead particulates will attain a level which could be deemed a negative impact on human activity.

Presently, no national standard has been promulgated for lead concentration, but a level of 1.5 to 2.0 ug/m^3 is generally accepted to be the level which should not be exceeded, when based on a thirty-day average. Computer modeling has predicted that the concentration of lead in this project area will be slightly in excess of 2.0 ug/m^3, when traffic loading due to the Industrial Freeway (I-505) is considered. The Department of Environmental Quality is currently studying data on the effect of lead, and it is believed that a standard may be promulgated within the near future, giving a better measure of the air quality impact associated with this project.

Lead in gasoline is scheduled to be phased out by 1985. This will greatly reduce, if not eliminate, the impact associated with this pollutant. The long-range plan of increased human activity within the project area will be a viable land usage when considered in the context of these future developments.

Landscaping will bring positive esthetic impacts, in view of the visual impact of the present unimproved wasteland. Fencing and plantings around the perimeter of the parking and storage areas will provide visual screening. The area visible to passing traffic and the adjacent neighborhood will be planted with green lawn and shrubs, which will soften the hard, smooth surfaces of the large freeway and bridge structures. Trees will be planted wherever sunlight and rainfall are adequate to sustain their growth.

These plantings and lawn areas will provide a pedestrian mall where workers from the commercial and industrial neighborhood can get away from the purely industrial atmosphere. Landscaping plans include four or five drinking fountains, 20 benches, and six tables.

A bicycle path extending the length of the project will provide a corridor for both recreational and ride-to-work bicycling

and will eventually provide a link to a proposed bikeway along portions of N.W. Front Avenue. Bicycle traffic would be considered beneficial to the neighborhood, removing some of the safety problems inherent in bicycle riding on existing streets and sidewalks.

Construction activities during the time required to complete this project will produce a nominal amount of street congestion. Concrete trucks, asphalt laying equipment, dump trucks, and grading equipment will create dust, noise, and odors during the summer construction period, but there should be no long-term effects. The Highway Division practice is to specify dust and nuisance control measures to minimize these problems during construction. The Highway Division also requires compliance with City nuisance ordinances. After completion of the project, the dust and mud problems which exist at present will be eliminated.

Lighting being considered for the project will be ornamental as well as functional. By keeping the fixtures at a moderate height, it will be possible to provide a lighting level consistent with public safety without creating glare conditions which would be considered a nuisance by neighbors.

BASIS FOR NEGATIVE DECLARATION

Federal Highway Administration Policy and Procedure Memorandum 90-1, paragraph 6m, stipulates the need to evaluate the effects of a project and determine that the human environment will not suffer significantly before a negative declaration can be made. Based on guidelines contained in Appendix F of PPM 90-1, this project does not constitute a major action, nor does it have the potential to cause a significant impact on the quality of human life within the area. The project makes use of public land within the existing right-of-way, and the landscaping will improve the appearance of the district. Therefore, no Notice of Intent will be submitted to the State Clearinghouse. The resulting impacts will be beneficial, and for this reason the Highway Division respectfully requests your concurrence and approval of this proposal.

Endorsement to Oregon State Highway Division

Concur _____
for Division Engineer

Date 6-21-74

MB:bb

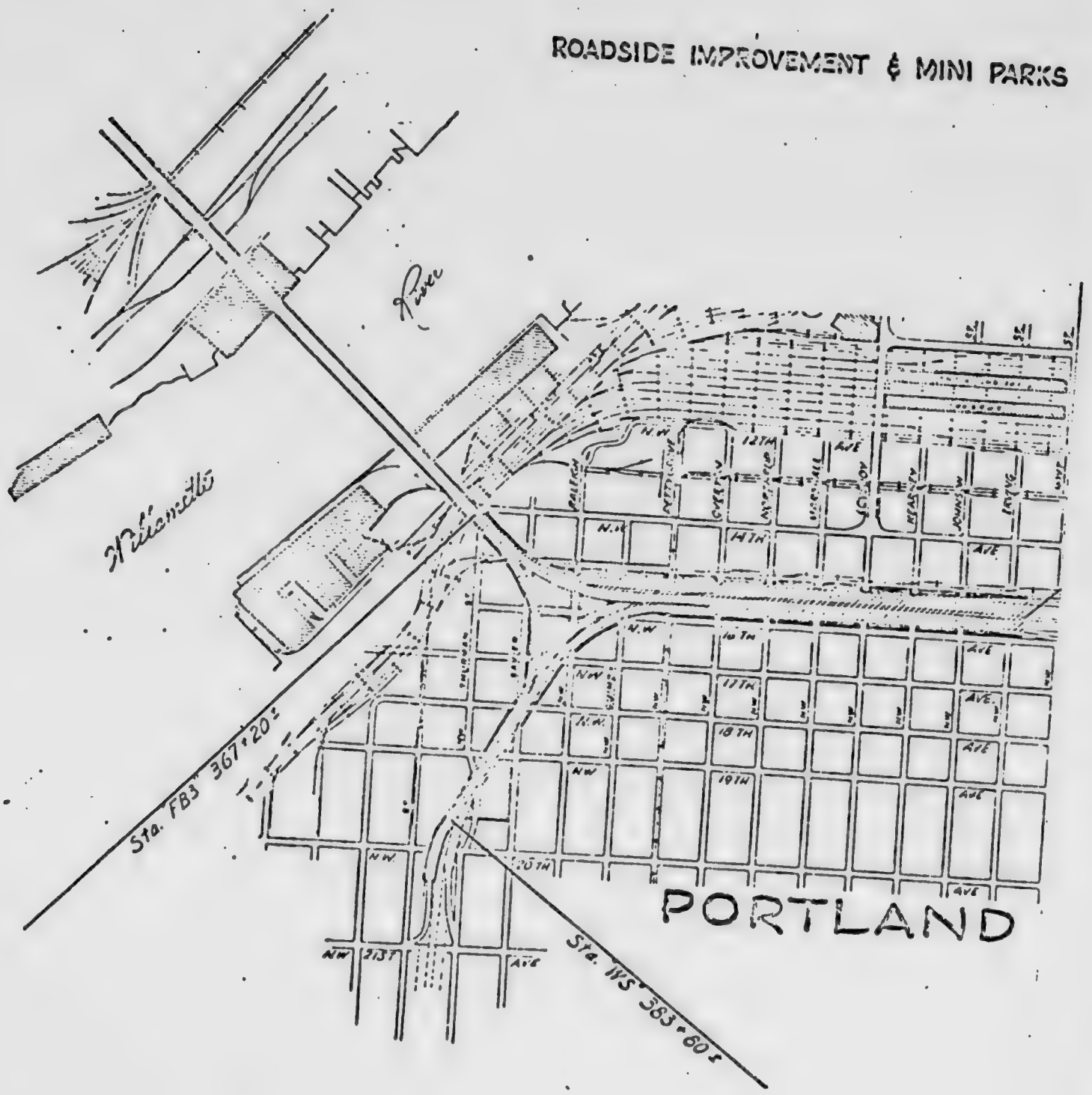
Attach.

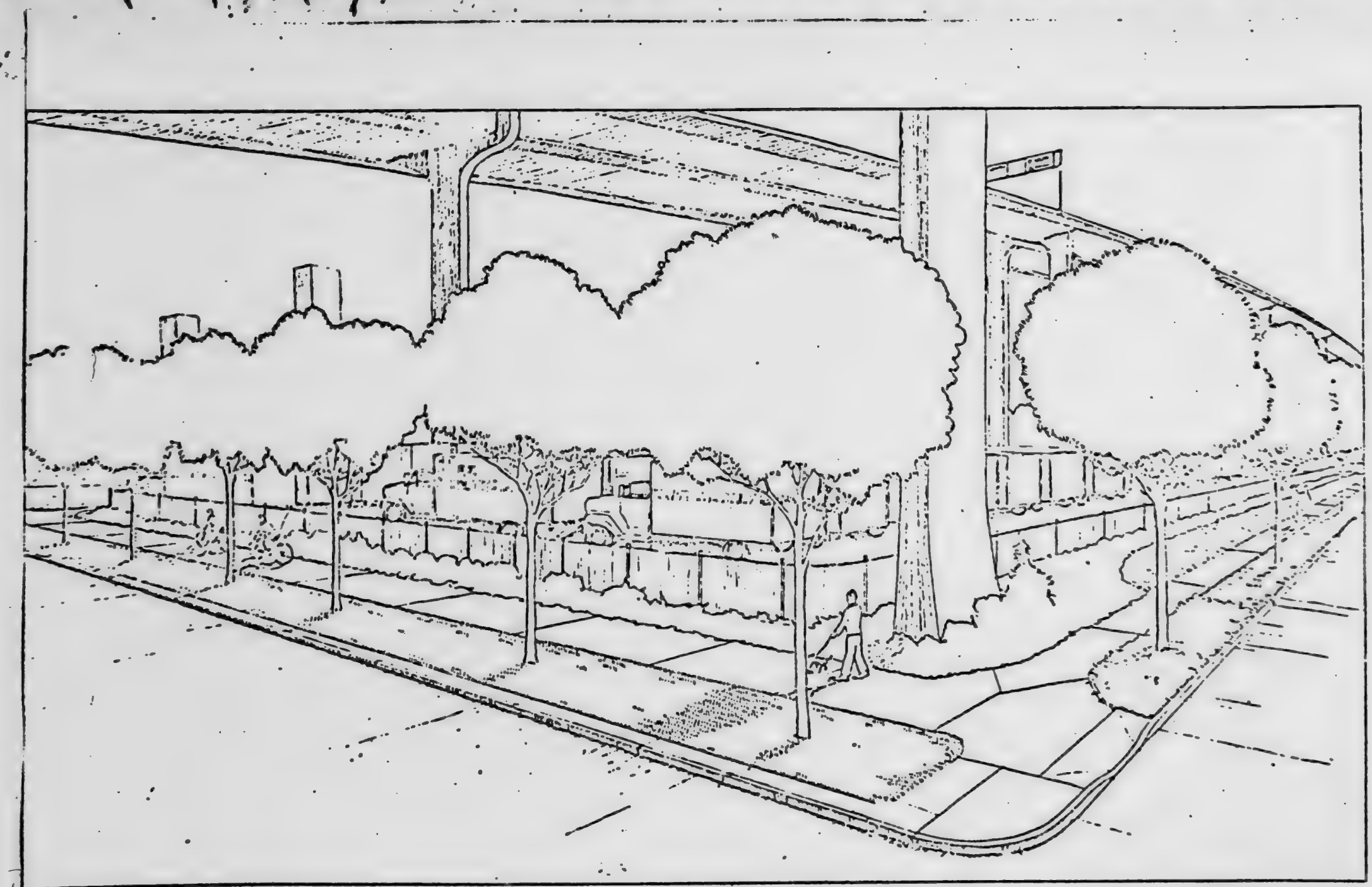
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
R. N. Bothman

West Fremont Interchange

Section

ROADSIDE IMPROVEMENT & MINI PARKS





11 8050

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-405-8(-)303
W. Fremont Interchange Section
Stadium Freeway
Roadside Development-Multiple Use

DATE: June 12, 1974

In reply refer to: 10-41-A6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
cc Rubin
6-19-74

Reference is made to Mr. Young's letter dated February 4, 1971, and our reply of February 9, 1971 regarding design approval of the subject project. Mr. Young requested concurrence that design approval was granted as stage construction in connection with our overall approval of I-405.

A review of the project development data indicates that the current proposal is well within the scope of stage construction. I agree that design approval was given incidental to previous authorizations under project I-405-8(20)303 and that no further action is required under PPM 20-8. I also agree that the project is exempt from Regional Clearinghouse review under IM 50-1-70.

G. L. Green

RECEIVED
HWY ENGR
JUN 13 '74
REFER TO
FOR

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8450

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE March 8, 1974

TO MEMO TO THE FILE

FROM R. O. CUNNINGHAM
Planning Engineer

SUBJECT West Fremont Multiple Use Plan

On March 6, a meeting was held at Friendly House, 26th and Savier in northwest Portland. The subject of the meeting was to discuss the proposed land uses under the West Fremont Interchange. A list of those in attendance and their association with an organization is attached.

A map of the area was placed on the wall and the project was explained to the extent that it was shown which areas it is proposed to have blacktopped and available for Portland Development Commission to lease and which areas it has been proposed there would be greenway. The group was generally in agreement with the general layout. They had no specific objections in the area between Johnson and Quimby. The block between Quimby and Raliegh lying between 15th and 16th Streets showed a lunch cove. They expressed a desire to have this lunch cove moved into the area between 16th and 17th Streets still between Quimby and Raliegh. Their reason being that it was possible to put the luncheon area further from the travelled streets in that particular area of greenway.

There was considerable discussion about the possibility of getting tennis facilities within the area. Mr. Beukelman of PDC explained that the City did not approve of building open tennis courts beneath bridge ramps due to the problem of dust and noise. The citizens questioned Mr. Beukelman concerning the time that it would take under their plan of leasing to build a tennis court which was enclosed. The citizens were not content with the answers they received concerning the availability of [illegible] and were generally of the opinion that the present inflation rate would preclude the possiblity of ever building an indoor court. They then agreed among themselves some effort should be made to explore sources of other funds possibly through Portland Parks Department towards getting a building built prior to the time the Portland Development Commission would be in a position to do this.

RECEIVED
MAR 13 1974
Office of
Assistant State Highway Engineer

Father Mikulich of St. Patrick's Church read a letter which he had sent to the Highway Division some time ago basically stating that he wished to have the property between 18th and 19th north of Savier reserved for greenway with picnic facilities. He also requested that the property between Savier and Thurman and westerly of 19th Street be similarly reserved for greenway and parkway. This was to enhance St. Patrick's Church which has been declared a historical monument by the City of Portland and by the State of Oregon. A representative of Willamette Valley Transfer (a trucking company adjacent to the area of 19th) requested that the Church not be given the use of this area as greenway but that it be leased to his trucking company for a truck parking area. His reasons were that the freeway had damaged his business very considerably and that he needed this parking area for his business to flourish.

It became obvious that the trucking company and St. Patrick's Church would not reach an agreement on the use of this land so no further discussion was held.

The Church and the trucking were told that an effort would be made to resolve their differences on an individual basis between the Father and the owner of the trucking company. With that statement the general meeting was adjourned. Mr. Norm Beukelman of PDC indicated after the meeting that he would make an attempt to resolve the differences between the two organizations.

pb

Name	Organization
Anna Watkins	St. Patrick's
Mrs. Joseph A. Gerber	St. Patrick's Church
Mrs. George Marcina	St Patrick Church
Mrs. Tina Polich	St Patrick Church
Mrs. Joe Lucick	St Patrick Church
Mrs Lucy Becic	St Patrick Church
Frances Lolich	St. Patrick Church
Frank Lolich	Northwest Dist. Assn.
Virginia Bracich	St Patrick Church
Jere A. Blaw	St Patrick Church
A. J. Stekes	St Pats Church
Richard J. Lolich	St. Patrick + Neighborhood PDC
Harold Hall	P.D.C.
Norman Beukelman	Pastor, St. Patrick Church
Fr. Milan Nikulich	Friendly Home
Earl D. Benford	Willamette Valley Transfer
H. Peschke	Worker in area. St. Pat's
Bette Cannan	

METROPOLITAN SECTION
5821 N. E. GLISAN STREET PORTLAND, OREGON 97213 PHONE: 229-6971

June 1, 1973

Father Milan Nikulich, OFM
St. Patrick Church
P.O. Box 6156
Portland, Oregon 97231

WEST FREMONT INTERCHANGE UNIT II
CONTRACT NUMBER 7623

In response to your correspondence directed to Mr. John Howard of the Highway Division, progress is being made towards development of the area under the West Fremont Bridge structures close to the St. Patrick Church located at N.W. 19th Avenue.

The State Highway Division is working with the City of Portland for multiple use development of the area. The plan which is presently being considered proposes parking and storage between N.W. 15th and 16th. The area under the bridge west of 16th lying generally between N.W. Raleigh and N.W. Thurman would be developed into a bikeway and mini-park type area. These two uses seem to best serve the neighborhood by providing both open space and parking and storage to relieve some of the present onstreet parking.

If you desire additional information as to the development plans, please contact Miss Janet Bennett, City of Portland, phone 248-4106.

R. N. BOTHMAN
Metropolitan Engineer

RNB:rr

NOTED
TED INLOES

NOTED
D. L PETERSON

NOTED
D. E. SWAN

NOTED
K. D. LIMBOCKER

OREGON STATE HIGHWAY DIVISION

METROPOLITAN REGION

PORTLAND, OREGON 97213
May 17, 1973

Father Milan Mikulich, OFM
St. Patrick Church
P.O. Box 6156
Portland, Oregon 97231

re: West Fremont Interchange Unit II
Stadium Freeway Project
Contract Number 7623

Dear Father Mikulich:

We have received your letter, and regret any inconvenience our bridge construction may have caused. Our contractor is responsible for any damages to adjoining property resulting from his work, so I have referred the matter of dirt and dust to him. If you can inspect the property with him and show the damage caused by his work, I am certain he will make a satisfactory settlement. For your information the contractor is Drake-Willamette Joint Ventures, 1740 N. W. Flanders Street. Mr. Jack Gray is familiar with the project and can be reached at 226-3991.

We agree landscaping the State property across the street from your church would enhance the appearance of the area. Plans are now being prepared jointly by the City and State for development of the area under the bridge. We note that Commissioner Ivancie is your general chairman. A work to him on this matter might be helpful. I am forwarding your letter to the Metropolitan Engineer, so that he will be aware of your desires.

Sincerely,

JOHN D. HOWARD
Resident Bridge Engineer

cc: Mr. R. N. Bothman
file
JDH:dfh

METROPOLITAN ENGINEER
RECEIVED
MAY 17 1973
ME AME AME MDE MTL

OREGON STATE HIGHWAY DIVISION

METROPOLITAN REGION

PORTLAND, OREGON 97213
May 17, 1973

Drake-Willamette JV
1740 NW Flanders
Portland, Oregon 97209

re: West Fremont Interchange Unit II
Contract Number 7623

Gentlemen:

Attached is a letter received from the Pastor of St. Patrick Church. He indicates there was an unusual accumulation of dirt on the church due to the bridge construction. If this is a legitimate claim; under article 107.12 of the Specifications you would be responsible.

Please investigate and let us know the action you have taken.

Sincerely,

J. D. Howard

JOHN D. HOWARD
Resident Bridge Engineer

cc: Mr. R. N. Botkman
file
JDH:dfh
enclosure

"St. Patrick - Historical Monument - Restoration Fund"

N.W. 19th & Savier
Portland, Oregon 97209

P.O. Box 6158 — Portland, Oregon 97231
Phone: 286-3929

May 2, 1973

HONORARY CHAIRMAN:
Archbishop R. J. Dwyer
HONORARY CO-CHAIRMAN:
Bishop Francis P. Leipzig
GENERAL CHAIRMAN:
Commissioner F. Ivancie
EXECUTIVE DIRECTOR-PASTOR:
Fr. Milan Mikulich, O.F.M.
SECRETARY-TREASURER:
Bette Gaman
COMMITTEE CHAIRMAN:
Fr. John R. Laidlaw
COMMITTEE MEMBERS
Fr. Thomas B. Laughlin
Fr. William J. Price
Fr. James M. Harris
Mr. Arthur C. Spencer, III, Oregon Historical Society
Mr. George McMath, Architect
Mr. Ted Pilip, Painter
Mr. Bert, Willemse, Glass Art Studio
Mr. Roy Bolt, McDonald & Wettle Roofing
Mr. William England, Contractor
Mr. Mickey Lolich
Mr. Harry Kane
Mr. Stephen A. Grant
Mr. Les Hagen
Mr. Alex Barberis
Mr. Robert McQuarry
Mr. James Richards
Mr. Gorman Hogan
Mr. Wayne R. Pray
Mr. Paul Pintarich
Mr. Anthony A. Belusko
Mr. Bernard Ochs
Mrs. Henry Ford
Mrs. Velma Clyde
Mrs. Lesandra Joyner
Miss Rose Mikulic
Miss Elizabeth Sugura
Miss Virginia Braich
Miss Linda LaGrand
Mrs. George W. Hawley
Mrs. Ante Polich
Mr. Patrick J. Polich
Mrs. George Marcina
Mr. Richard Lolich
Mr. & Mrs. John Lolich
Mr. & Mrs. Joseph Gerber
Mr. & Mrs. Frank Gaman
Mr. & Mrs. John J. Carney
Mr. & Mrs. Walter Sopke
Mr. & Mrs. Stanley Krukowski
Mr. & Mrs. Kenneth Jacks
Mr. & Mrs. Frank Lolich
Mr. & Mrs. Richard Sinovic
Mr. & Mrs. Albert Havlik
Mr. & Mrs. Joseph Cholick
Mr. & Mrs. Steve A. Lolich
Mr. & Mrs. Henry Stearn

Mr. John D. Howard
5821 N.E. Glisan St.
Portland, Oregon 97213

Dear Mr. Howard:

In connection with our conversation, I am sending this letter.

St. Patrick Church, located at N.W. 19th St. and Savier St., is adjacent to the new bridge crossing N.W. 19th St. at Savier St. During the past years while the bridge was being constructed and much blasting being done, much dirt and dust was accumulated on the stained glass windows, window frames, walls and doors of the church as well as the rectory.

We are undertaking the thorough restoration of St. Patrick Church which was declared an historical monument by the City of Portland in 1970. While contracting the paint job, we were told that this unusual accumulation of dirt and dust will cost the Church much more than normally could be expected. The general painting contractors, V. M. Pilip & Son, Inc., gave us their estimate to remove that dirt and dust as $1781.00.

This Parish is reduced to a small number of families due to the industrial area and highways, therefore, we are unable to stand all expenses needed for restoration. We would appreciate your consideration and help toward this added expense.

May I also present our petition to the State Highway Comission through your good office. Under the bridge near the church, there is much space. In order to prevent the growth of wild grass and weeds in the future, we would appreciate it if the State Highway Department would seed lawn and perhaps plant shrubs to enhance the appearance of the area where this historical monument is located.

In the name of the Restoration Committee, I express my sincere thanks for all that you will do.

Truly yours,

Fr. Milan Mikulich, O.F.M., STD

Father Milan Mikulich, O.F.M., STD

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5e

February 6, 1974

City of Portland
City Hall
Portland, OR 97204

1-30-74

MISC. CONTRACTS and AGREEMENTS No. 47828

Gentlemen:

Attached for your records are two fully executed copies of an agreement incorporating the multiple-use concept for land and air space beneath the structures of the West Fremont Bridge Interchange, I-405.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (conf. agree. att.)

8050

bc: C. W. Head
George Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Moehring
J. H. Versteeg
J. B. Boyd
C. T. Keasey
W. L. Barrie
H. S. Cox
R. N. Bothman
Gary Sund
R. E. Whipps

January 3, 1974

MCH:ljt cm

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Multiple-Use Lease Agreement
West Fremont Interchange, I-405

An agreement has been negotiated with the City of Portland incorporating the multiple-use concept for land and air space beneath the structures of the West Fremont Bridge Interchange.

Under the terms of this agreement, the State is to prepare plans for improvement of the property, to include grading, paving, drainage, fencing, landscaping, irrigation, lighting, and such other facilities which may be authorized by the Federal Highway Administration as being eligible for Interstate funds. Upon completion of the construction project the City is to assume all jurisdiction, maintenance and control, including payment of any property taxes which may be assessed.

The City plans to lease a portion of the property to private business for truck storage and employee parking. All rents received are to be used for operation, maintenance and development of recreational facilities. Use of the air space has been made subject to the usual regulatory clauses as required by the Federal Highway Administration.

This matter will be presented for your consideration at the January 30 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

#50750

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N.E. Glisan Portland, Oregon 97213 Phone: 229-6971

October 26, 1973

LLOYD ANDERSON
Commissioners' Offices
1220 S.W. Fifth Avenue
Portland, Oregon

LAND USE - EAST FREMONT INTERCHANGE

Dear Lloyd:

We are concluding the agreement to develop the land under the West Fremont Interchange.

The Highway Division is delaying action on several requests for use of property under the East Fremont Interchange. Also, there is considerable pressure to utilize properties located under the freeways. I think this subject relates to several new freeways under consideration in the Metropolitan area.

In addition, the opening of the Fremont Bridge complex is scheduled for mid-November, which will, I believe, place additional pressure to proceed with some good use of the acreage under the East Fremont Bridge ramps.

For the above reasons I would appreciate your consideration as to development of an agreement to provide for orderly planning to place this acreage into use.

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc F. B. Klaboe
R. L. Schroeder

FORM E-20

Pla 4-1

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

PORTLAND, OREGON 97213

NOTED
H. S. COULTER

DATE October 5, 1973

TO MEMO TO THE FILES

FROM R. N. BOTHMAN
Metropolitan Enigneer

SUBJECT Multiple Use
West Fremont Interchange

Attended the City Planning Commission Tuesday, October 2, to assist Bill Dirker and Janet Bennett in presenting the multiple use plan for the West Fremont. After two and a half hours of questioning, the Commission did approve the concept and plan presented to them by the City.

The agreement between the State and the City is on the calandar for an ordinance by the City Council next Wednesday, October 10.

pb

cc: H. S. Coulter
Gary Sund
Cy Cox

RECEIVED
OCT 8 1973
Office of
Assistant State Highway Engineer

8050

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan Street Portland, Oregon 97213 Phone: 229-6971

August 13, 1973

WALTER O. PAULSON
PaulSon Enterprises, Inc.
1433 N. W. Quimby Street
Portland, Oregon 97209

Your letter directed to me points to two separate issues.

The highway right of way under the West Fremont Bridge is presently in the process of being developed to provide a multi-use area. Approximately 50% of the area will be dedicated to park purposes and recreational facilities. The remaining 50% will be leased out in an improved state to neighboring industry, actually as a resource to fund the maintenance of the entire project.

At the present time the plan has received the approval of the Highway Division and the City in concept. An agreement has been drafted to facilitate the multi-use project and this agreement and the plan will be presented to the council for their final approval. With this approval, the construction contract will proceed perhaps yet this fall. We had anticipated that the contract would be let by this time. Therefore, no arrangements were made to establish the temporary use of the area. Under this short-term time frame I would be interested if you object to the temporary use by other companies sufficiently that the Division should take the necessary action to post the area for non-use by other companies.

The second issue relates to improvement of N.W. 15th Avenue. The plan for improvement of the area under the West Fremont includes placing of sidewalks, curbs and gutters on the west side of N.W. 15th. Therefore, I think it would be appropriate for your firm to proceed with the necessary petition to the City for improvement of 15th Avenue.

Insofar as the actual improvements, example paving of N.W. 15th Avenue, that responsibility would be with the City of Portland as this is a City street. As an adjacent property owner, the Highway Division would assume the normal costs delegated to the adjacent property owner, that being for the curbs and sidewalks.

I apologize for the delays in proceeding with the multi-use concept for the properties under the West Fremont, but since this is a first-of-a-kind, it has taken a rather long period to proceed with the necessary planning to accomplish the desired results.

R. N. BOTHMAN
Metropolitan Engineer
RNB:rr

cc: Lloyd Anderson, H. S. Coulter, R. L. Schroeder

RECEIVED
AUG 16 1973

PAULSON
ENTERPRISES, INC.
ESTABLISHED 1919
1433 N.W. Quimby Street Portland, Oregon 97209
Phone 228-3187 Area Code 503
International Cable Address 'Paulson'

August 9, 1973

Mr. Robert Boothman
Metro Regional Engineers
P.O. Box 13160
Portland, Oregon 97213

METROPOLITAN ENGINEER
RECEIVED
NOTED AUG 13 1973
R. N. BOTHMAN ME ADE AME MDE MTE

Dear Mr. Boothman:

After consulting with various departments of the State Highway Commission, I have been advised you are the man to contact regarding a problem in our neighborhood.

It is my understanding that the space beneath the approach to the Freemont bridge at this point is the property of the Oregon State Highway Commission and has not been offered for rent or lease. We have a new neighbor by the name of Mount Trailer Company who seem to be conducting a great portion of their business rent free on state property. We have counted as many as 52 individual trailers and/or trucks parked more or less permanently on this property.

An additional irritation that can be verified by your inspection is the fact that through their illegal use of this area, several thousand dollars of damage has been done to new curbing and side walk installations. Trucks and trailers are making entry and exit to your property in any direction they see fit including over the curbs and new side walks. As a tax payer I feel that the company or companies using this area should be held responsible for the ultimate replacement of the damaged property.

Are we to assume that if this is rent free property, we can also use the same to store used equipment and supplies for our machinery manufacturing operation, rent free?

As manufacturers of precision woodworking machinery, and importers and distributors of precision metal

...ng public parking

working machinery, we are suffering from a very serious dust problem due to movement of trucks and trailers in the area. We are very anxious to carry our share of the financial burden to pave N.W. 15th street at least within our block to eliminate the dust problem as much as possible. As the State Highway Commission is the owner of one entire side of N.W. 15th street we are helpless to petition for pavement until you people determine the ultimate disposition of the area under the approach ramp.

I would appreciate any information you might give us as to the possibility of paving N.W. 15th street, as it is now used as a regular truck and car thoroughfare.

Sincerely,

PAULSON ENTERPRISES, INC.

Walter O. Paulson

Walter O. Paulson, Jr.
President

WOP:JR/je

...ing public parking

8050

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

METROPOLITAN ENGINEER

RECEIVED
JUN 26 1973
OSHD
ME AVE AVE DIST DIST MIS

June 25, 1973

Mr. John Kowalczyk
Technical Director
Columbia- Willamette Air Pollution Authority
1010 N.E. Couch Street
Portland, Oregon 97232

Dear Mr. Kowalczyk:

Please find enclosed the Notice of Construction and accompanying plan for the construction of approximately ten blocks of auto and truck parking in the West I-405 freeway corridor. This land is being leased to the City of Portland from the Oregon State Highway Department (OSHD) for the public benefit.

Representatives of the OSHD and the City have met and agreed upon the preliminary draft of the land use plan and lease agreement (copy of the proposed plan and lease enclosed). At this time, both parties are in the process of obtaining formal approval of the respective governing bodies.

As indicated by the proposed plan. there is a high demand for both auto and truck parking in the corridor area. The City of Portland would like to use part of this land area (approximately 10 blo ks) for parking in order to free the buildable land surrounding the corridor area. This would serve to relocate the existing autos and reduce much of the competition for parking between employees and residents of this area, and also provide the industries with needed room for expansion. Thus, the proposed parking facilities are not intended or projected to generate additional traffic to the area, but, rather, will concentrate the parking by relocating the existing autos and trucks.

Due to the deteriorating conditions and pressing needs of this area, I am hopeful to complete the negotiations with the OSHD by the end of July to allow construction to begin this summer. Please do not hesitate to call this office if we can provide you with any additional information.

cc Schroeder

Very truly yours,

Lloyd Anderson

1-26-73
Copy to Cof

Lloyd Anderson
Commissioner of Public Works

NOTED
R. L. SCHROEDER

RECEIVED
JUL 26 1973
Office of
Assistant State Highway Engineer

LEA:bc
cc: Bob Bothman, Oregon State Highway Commission

...y public parking

Attention: Columbia-Willamette Air Pollution Authority
1010 N.E. Couch Street
Portland, Oregon 97232

PARKING FACILITY
NOTICE OF CONSTRUCTION AND APPLICATION FOR APPROVAL

To Construct or Modify an Air Contaminant Source

NOTE: An Approval to Construct must be obtained prior to construction. The Columbia-Willamette Air Pollution Authority will review the application and will send its recommendations to the D.E.Q. for their final action to approve or deny the project. An environmental impact statement or other information may be requested within 30 days of receipt of this N-C.

Business Name: City of Portland Phone: 248-4136

Address of Premises: 1220 S.W. Fifth, Room 414 City: Portland Zip: 97204

Nature of Business: City Government

Responsible Person to Contact: Lloyd Anderson Title: Comm. of Public Works

Other Person Who May Be Contacted: Bill Dirker Title: Transportation Coordinator

Corporation [ ] Partnership [ ] Individual [ ] Government Agency [X]

Legal Owner's Address: Oregon State Hwy. Dept. City: Salem Zip: 97310

Description of Parking Facility and its Intended Use. (Please include 2 copies of Plot Plan showing parking space location and access to streets or roadways):

Attached

Estimated Cost: Parking Facility Only: $ Not determined at this time

Estimated Construction Date: 8/1/73 Estimated Operation Date 10/1/73

Name of Applicant or Owner of Business: Lloyd Anderson

Title: Commissioner of Public Works Phone: 248-4136

Signature: Lloyd Anderson Date: 6/24/73

Applicability: This Notice of Construction Requirement Pertains

1. To areas within five miles of the municiple boundary of any city having a population of 50,000 or greater.
2. Any parking facility used for temporary storage of 50 or more motor vehicles or having two or more levels of parking for motor vehicles.

Date Received _____ Grid _____ N.C _____

...g public parking

8050

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE May 24, 1973

TO MEMO TO THE FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Multiple Use Development
West Fremont Interchange

Met with Bill Dirker and representatives from the City and the Portland Development Commission concerning multiple use of the property under the West Fremont structure between N.W. 15th and N.W. 16th and Raleigh and Thurman.

The Portland Development Commission will draft an agreement working with representation from the Highway Division, County-City staff. The schedule is to have the draft from PDC to submit to the Highway Division's Legal Counsel approvement as to form, returned to the City for approval, and go to the July 6 Highway Commission for Commission approval.

Ken Limbocker will commence design of the multiple use development utilizing data from the City. The City will conduct a meeting the first of next week which will involve all agencies within the City in gaining input into the design. Representation at that meeting will include the northwest district. The plan would be to have a design available when the agreement is approved the 6th of July, said plan having been reviewed by the various agencies and groups involved.

The PDC will act as a R/W Agent for the City and line up potential users for the development. From these users, input will be made to the design in order to facilitate the best use of the area. I am to provide letters requesting use of the site received by the Highway Division to Bill Dirker. These should include both the letters from Mr. Haskin's file in Salem and the Metro files in Portland.

rr

cc: Bill Dirker
Cliff Christianson
H. S. Coulter
H. J. Versteeg
Don Harwell

RECEIVED
MAY 29 1973
Office of
Assistant State Highway Engineer

...g public parking

8050

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE April 26, 1973

NOTED
U. S. DOLLAR

TO FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Multiple Use - West Fremont

Discussed with Bruce Boyd the possibility of developing City metered parking under the West Fremont as part of the State obligation. He referred to the present contract with Burns Bros. under the Morrision Bridge and to the appropriate PPM which he will submit to me.

Suggested to Bill Dirker that he proceed based on the opinion that the City metered parking lot would be included under the obligation to be developed by the State along with the bike parth and mini park area.

CW
cc: K. D. Limbocker - As soon as the Portland Development Commission presents their plan, we should take that plan and proceed to obtain a design order and prepare a plan for contract to develop that portion under the responsibility of the State. Then if we proceed according to schedule, an agreement will be established with the City and immediately at that point we could go to contract of the mini park facility.

RECEIVED
APR 27 1973
Office of
Assistant State Highway Engineer

K

...g public parking

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

RECEIVED
APR 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE April 25, 1973

TO FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

NOTED
E. S. HUNTER

SUBJECT Development of Area Under West Fremont Ramp

Met with Bill Dirker and representatives from the City and the Portland Development Commission concerning utilization of the property under the structure between NW 15th and NW 16th and Raleigh and Thurman.

Generally stipulated that I felt it would be best to utilize this land for parking as opposed to construction of storage buildings. Explained that the Division would require considerable restriction on the type of buildings placed under the structure and also on the materials stored in the buildings. Agreement was reached that use of this land for construction of buildings would be deleted from the plan.

Roughly the area is divided into approximately half utilized for parking and half utilized for a mini park including a bicycle path walkway which would connect all the parking areas.

Expressed the opinion that the State would participate in the development of the bicycle path and greenways surrounding the bike path and the mini park, and that development of the parking areas should perhaps be incorporated in the lease agreement issued between the City and the various users. This would pre-empt the lands now used by adjacent industries for parking which area could be used for construction of additional buildings. The parking then would occur under the structure.

The Development Commission will develop plans which could be carried out in each of the leases that carry a development through the entire section. This would then fit to the plan that the State would develop as a mini park bicycle pathway.

Expressed the concern that the revenues from the parking areas would have to be utilized for maintenance and development of the area. That this income could not be used to develop recreational facilities throughout the Northwest District.

The next step then is that the Portland Development Commission will pursue development of a plan with the above guidelines and will draft an agreement to be used between the State and the City. The City would then in turn have subleases to the various users.

Agreed to look into the feasibility of the State developing public parking areas which would be metered.

cc Coulter
Hunter
cc Hal Wirtz
cc Esh

8050

RECEIVED
AUG 10 1972
FOR FILING

August 8, 1972

Mr. Bill Dirker
Transportation Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Dirker:

Re: Multiple Use-Joint Development
West Fremont Interchange Area
Stadium Freeway (I-405)
Multnomah County

Your preliminary proposals for development of the area under the West Fremont Interchange and I-405 structures have been reviewed and, by letter of May 12, Mr. Oberding was requested to review the proposed usages and advise when a joint meeting of City, State and Federal Highway Administration personnel could be scheduled. I have been advised that Mr. Oberding is no longer involved in this and that you would be handling this in the future.

I am advised that the areas under the structures are beginning to be used for truck parking and that a deterioration into a loblolly is expected this winter. I would hope that this can be avoided by determining the desired use for the areas and proceeding with the planning and construction as soon as possible.

Your early consideration of this would be appreciated. If you have any questions, please contact me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By A. D. Olson
A. D. Olson
Preliminary Design Engineer

cc: E. S. Hunter
H. S. Coulter

NOTED
E. S. HUNTER

RECEIVED
MAY 1 1972
8050
FOR FILING

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
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RECEIVED
MAY 12 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

May 12, 1972

62

Mr. Wayne Oberding
Assistant Chief of Construction
City of Portland
City Hall
Portland, Oregon 97201

Dear Mr. Oberding:

Re: Multiple Use-Joint Development
West Fremont Interchange Area
Stadium Freeway (I-405)
Multnomah County

Your preliminary proposal for development of the area under the West Fremont Interchange and I-405 structures has been reviewed and discussed with representatives of the Federal Highway Administration. We have reached a basic agreement as to the scope of participation in construction costs and feel that it would now be desirable to get together to discuss in more detail the planning and financing of the project.

As recently discussed in this office, it would be appropriate for you to review your plan and update it if your thinking has changed in regard to the usage of any of these areas so that the discussions can be fairly specific relative to participation limits in the questionable areas.

There would appear to be no problem in full participation on grading and draining of all areas, landscaping, walkways, basic lighting and certain of the recreation features. The buildings, fencing, and non-recreation oriented features would be nonparticipating. Discussion of individual features will be necessary to determine what added work could be participating and how the planning and implementation of the planning should proceed.

Please review the usages indicated for the various areas for compatibility and desirability as discussed and advise me when a joint meeting of City, State and Federal people can be scheduled.

The reaction to your proposal has been good and I am sure that putting the finishing touches on this area will be an early desire of all concerned.

Very truly yours,

Frank L. Hall
Design Engineer

By
A. D. Olson
Preliminary Design Engineer

ADO:jg
cc: E. S. Hunter
H. S. Coulter

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
Lloyd E. Anderson, Commissioner

-oOo-

MULTIPLE LAND USE STUDY

WEST FREMONT INTERCHANGE

STADIUM FREEWAY CORRIDOR

-oOo-

PRELIMINARY STUDIES

and

RECOMMENDATIONS

by

Office of City Engineer - James L. Apperson, City Engineer
City Planning Commission - Lloyd Keefe, Director
Bureau of Traffic Engineering - D.E. Bergstrom, Traffic Engineer
Bureau of Parks - Dale Christiansen, Director

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

February 11, 1972

TO THE COMMISSIONER:

Submitted herewith is a report and proposal for the development of usable lands connected with the Stadium Freeway in the vicinity of the West Fremont bridge section of I-405. This is in response to your memorandum of Dec. 7, 1971 to the Council recommending that a Fremont Interchange Land Use committee be appointed to study the area and make a recommendation back to the Council.

The present use of land in the immediate vicinity of the corridor area is developed to near total commercial usage northerly and easterly of the freeway corridor with a liberal commercial usage in the southerly and westerly side extending into residential neighborhoods along N.W. 19th Ave. The results of extensive planning activities conducted by the Planning Commission during the past two years have indicated a desire to utilize the freeway corridor as a buffer strip to separate the commercial land use on one side of the corridor from a desirable residential area to be developed on the other side. Utilizing this planning effort along with the concepts for multiple use also developed by the Planning Commission in their "Multiple Use and Joint Development of the I-405, I-505 Freeway Corridor" study, the pressure of public demands on the Bureau of Parks for more recreation facilities, and the necessity for revising the transportation routes to

more adequately serve the merging patterns of development, the development committee felt that the highest and best use of the available land would be to plan as many recreational facilities as possible for the area of marginal commercial use, leaving the more unobstructed areas for short term (5-year periods) development to useage compatible with light industry. The recommended use of these areas, some of which are shown as probable building sites, should be used as open storage or parking until such time as a more comprehensive plan for the Northwest area can be developed and implemented. The desire of the State Highway Division is that the City will be able to utilize the entire area for public use, or maintain it as open space. It is believed that a sufficient interim buffer strip can be formed by the development of the recreational facilities combined with open grass areas, landscaping with pedestrian and bike paths traversing the length of the corridor.

The included basic plan calls for the closure of certain streets. The streets shown as closed on the illustrations may not be the ones most desirable for closure when the overall transportation planning, now in progress, is completed, but are indicated only to provide a basic concept for this development.

Accordingly, as a result of the unanimous agreement of the committee members from the other bureaus involved in this study, it is the recommendation of your City Engineer that the foregoing proposal be submitted to the Council for their consideration and adoption. The development of this area will be in cooperation with the Oregon State Highway Division. It is, therefore, anticipated that there will be submitted for Council approval agreements with outside agencies as the development progresses.

WJO:j
Encls.

JAMES L. APPERSON
City Engineer

I-405 FREEWAY
LAND USE DEVELOPMENT

PRELIMINARY CONSTRUCTION COST ESTIMATE FOR BASIC FACILITIES

ITEM			
Grading, Seeding & Irrigation	420,000 sq.ft.	@ 15¢/ft.	$ 63,000
Lunch and rest coves	6	@ 1000.00	6,000
Trees and shrubs	200	@ 30.00	6,000
Tennis Courts	2	@ 12,000	34,000
Horseshoe Pits	5	@ 500.00	2,500
Hand Ball Courts	2	@ 3,000	6,000
Comfort Stations	2	@ 7,500	15,000
	Total		$122,500

Based on preliminary information only and this estimate does not include lighting or maintenance.

M E M O R A N D U M

To: Mayor Schrunk
Commissioner Ivancie
Commissioner McCready
Commissioner Goldschmidt

December 7, 1971

From: Lloyd E. Anderson

Subject: Land Use Under West Fremont Bridge Interchange

In a memorandum dated November 17, 1971, I informed the Council that the State of Oregon Highway Department had granted the City first option on use of the land under the West Fremont Bridge Interchange of the Stadium Freeway (I-405).

I have subsequently been supplied with additional maps for the City's use, and I now recommend that the Council appoint a Fremont Interchange Land Use Committee with representatives from the Planning Commission, Park Bureau, City Engineer and Traffic Engineer. I would further recommend that the committee should be under the chairmanship of James L. Apperson, City Engineer. This committee's land use proposal should be presented to the Council no later than February 15, 1972.

With the Council's consent, I shall forward all of the materials to the City Engineer immediately.

Very truly yours,

Lloyd E. Anderson
Commissioner of Public Works

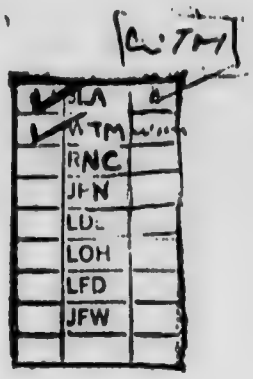
LEA:jt

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

December 10, 1971

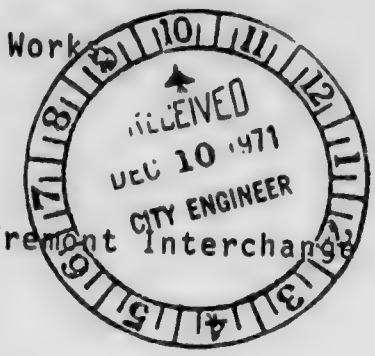


From Department of Public Works

To City Engineer

Addressed to James L. Apperson

Subject Land Use Under West Fremont Interchange



Attached is a copy of a memorandum that I recently sent to the Council concerning the manner in which the City can develop recommendations for the use of the land under the West Fremont Interchange and other locations along the Stadium Freeway as indicated on the attached maps.

The Council has agreed that the City Engineer or a designated representative from his office should be chairman of the Fremont Interchange Land Use Committee. Other committee membership will be made up of persons representing the Office of the Planning Commission, the Park Bureau, and the Bureau of Traffic Engineering.

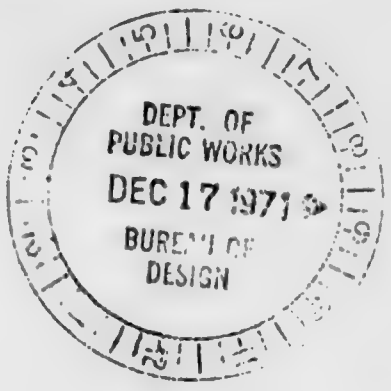
As you are probably aware, the State has given the City of Portland first option on land use recommendations. The Council will expect a proposal back from the committee no later than February 15, 1972.

Very truly yours,

Lloyd E. Anderson
Commissioner of Public Works

LEA:jt

cc: Council Members



LEGEND:

PUBLICLY LANDSCAPED BUFFER AREAS

BUILDABLE AREAS
OPEN STORAGE OR PARKING PERMITTED

PARKING & ACCESS
OPEN STORAGE PERMITTED

OPEN STORAGE
PARKING PERMITTED

PRIMARY PEDESTRIAN & BIKEWAY CROSSING

BIKEWAY

PROPOSED ONE-WAY STREET

NOTE

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2. CITY
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OPEN STORAGE
PARKING PERMITTED

PRIMARY PEDESTRIAN & BIKEWAY CROSSING

BIKEWAY

PROPOSED ONE-WAY STREET

NOTES:

1. ALL LEASED SPACE & BUILDING SITES TO BE LANDSCAPED & SUBJECT TO DESIGN CONTROLS AS CONDITION OF LEASE. ALL PROPOSALS FOR USE SUBJECT TO REVIEW BY DESIGN COMMITTEE OF CITY.
2. CITY TO RETAIN UTILITY & ACCESS EASEMENT AT STREET CLOSURES.
3. ALL STREET CLOSURES SUBJECT TO FURTHER STUDY.

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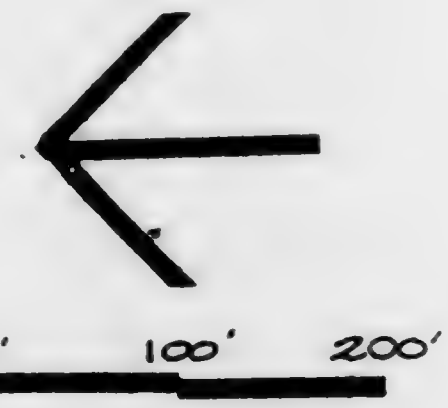

MULTIPLE USE UNDER I-405
SCHEMATIC LAND USE PLAN

PORTLAND CITY PLANNING COMMISSION

n cooperation with the
PARK BUREAU
CITY TRAFFIC ENGINEER
CITY ENGINEER

PRELIMINARY

FEB. 8, 1972

- BIKEPATH

LEGEND

a COVERED & LIGHTED TENNIS COURT FACILITY WITH PARKING

b CITY MAINTENANCE YARD

c LEASED SPACE TO LIGHT INDUSTRIAL OR COMMERCIAL USES

d HANDBALL COURTS

e HORSHOE PITS

f TENNIS COURTS

g LUNCH COVES

h OPEN STORAGE OR RECREATIONAL USES SUCH AS BASKETBALL

BUILDING

GROUNDCOVER & GRASS

TREES & SHRUBS

PL.

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LDING

OUNDCOVER
GRASS

EES & SHRUBS

PLANTING NOTES

FOR LOW MAINTENANCE-
GROUND COVER W/ GRASS
IN HIGH USE AREAS.

EVERGREENS FOR SCREENING
AND DECIDUOUS ALONG STREETS

SCREEN ALL INDUSTRIAL, COMMERCIAL,
STORAGE & PARKING USES W/
PLANTING & FENCING THAT
LIGHT PENETRATION.

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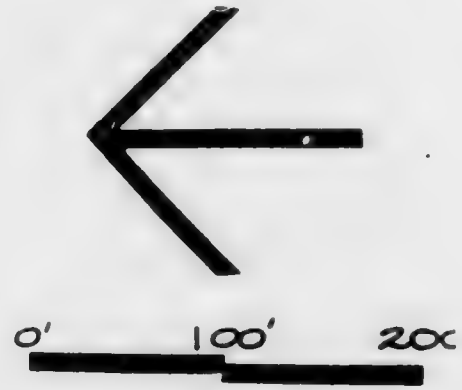

MULTIPLE USE UNDER I-405
URBAN DESIGN SKETCH PLAN

PORTLAND CITY PLANNING COMMISSION
IN COOPERATION WITH THE
PARK BUREAU
CITY TRAFFIC ENGINEER
CITY ENGINEER

PRELIMINARY

FEB. 8, 19-

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: February 9, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(-)303
West Fremont Interchange Section
(Roadside Improvement)
Design Approval
(Re: L. H. Young's Feb 4 Letter to Simpson)

Under Projects I-405-8(1)301 and I-505-6(1)303 a multiple-use and joint development study is being completed which includes the area within the West Fremont Interchange. Roadside improvement within this area will be a part of this larger design concept. Under these circumstances, a separate handling as requested does not appear appropriate at this time.

REFERRED TO
Young
Asst. State Hwy. Engr.
2-12-71

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

February 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Design Approval
West Fremont Interchange Section
(Roadside Improvement)
Project I-405-8(—)303
Stadium Freeway Hwy., Mult. Co.

Dear Sir:

We hereby request your concurrence that design approval was considered as given for the subject "Roadside Improvement Project" when the Federal Highway Administration granted, on February 20, 1969, P.S. & E. approval for Project I-405-8(20)303, West Fremont Interchange Section, which is presently under contract.

Landscaping was not included as part of Project I-405-8(20)303 because of the required establishment period for newly transplanted vegetation. Since this work would have to be done after the major construction is completed it would hold up releasing the prime contractor after his work is accomplished. Therefore, it has normally been the policy of the Oregon State Highway Division to let a contract for this incidental type work after the major construction has been accomplished.

The proposed project, consisting of roadside improvement (landscaping) work, is stage construction necessary to bring this section of Interstate Highway into conformity with current Interstate "Standards", which require a facility to have a natural pleasing appearance appropriate to its environment.

The cost of the proposed roadside improvement work was included in the 1968 Interstate Cost Estimate compiled in accordance with Section 104(b)(5), Title 23, U.S. Code, Highways.

We further request your concurrence that the requirements of PPM 20-8 was fulfilled for the "Roadside Improvement Project" under the West Fremont Interchange Section which FHWA granted P.S. & E. approval of on February 20, 1969, and that no further action is required for the subject project under current PPM 20-8.

We also request your concurrence, inasmuch as the proposed work is stage construction, and that the right-of-way was acquired prior to September 30, 1969, that the subject project is exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrence for the proposed project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JC:bb

cc: F. B. Klaboe
Frank L. Hall
R. W. Ellison
R. N. Chase
B. L. Clifford

8050 W. Fremont Intchge. Sec. of Stadium Freeway in Portland (Improvement & Mini Parks) 1974 [redacted]

CA 4898 2-6-74

805

March 23, 1982

INT

The Honorable Charles R. Jordan
Commissioner, City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

Subsequent to my letter of February 12 to you concerning the utilization of funds generated by leasing areas under the Fremont Bridge, I have seen copies of correspondence and had some discussion with a respresentative of the Northwest District Association concerning the subject. It appears that there may be some misunderstanding of what I was trying to say. I apologize for any confusion my letter may have caused.

The purpose of my letter was to reflect my confidence that the City would take the initiative to only recommend uses of the funds collected in accordance with the terms and conditions and within the intent of the lease agreement. That, although the Hillside Center is some distance from the impacted area, it is my strong belief that the City would not request or approve improvements outside the intent of the agreement.

After the City has assembled some recommendations, if you wish some affirmation by us that the potential uses are within the intent of the agreement, we would be happy to do so. If this is your desire, I suggest you contact Ed Hardt, who has replaced Bob Bothman as the department's representative in the metro area, with the City's recommendation. Mr. Hardt may be reached at 5821 N.E. Glisan Street, Portland 97213, telephone 238-8226 or 653-3090.

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

cc Nancy Randall
2774 Northwest Savier
Portland, OR 97210

bc R. N. Bothman
E. L. Hardt
E. S. Hunter
J. L. Sollis
J. B. Boyd

Northwest District Association

ROW

PDM PDE HWM SPC
ODOT-METRO

MAR 0 3 1982

BM PAR PPC FILE T/A

Let's Plan for Livability

NWDA

March 1, 1982

The Honorable Charles R. Jordan
Commissioner, City of Portland
1220 SW Fifth Avenue
Portland Oregon 97204

Re: Hillside Center

Dear Commissioner Jordan:

I am writing on behalf of the Northwest District Association (NWDA) of which I am a board member. The purpose of this letter is to:

1. present you with the justification for the Northwest District's legal and equitable right to the funds generated by the leasing of property beneath the I-405 freeway access ramps, and

2. to correct assertions made by representatives of the Hillside Neighborhood Association (Hillside) in letters directed to you dated January 21 and February 1, 1982.

At the risk of appearing tedious I will provide a detailed history of the formation of NWDA, Hillside, their boundaries, and the intent of the drafters of the I-405 Lease Agreement. NWDA's constitution was signed on May 15, 1969. Its preamble provided that:

> "the name of the organization shall be the Northwest District Development Association, and the object and purpose of this organization shall be to encourage, coordinate, plan and participate in the orderly rehabilitation and renewal of that portion of the Northwest Section of the City of Portland, Oregon bounded on the South by West Burnside Street, on the East by the Stadium Freeway, on the North by N.W. Nicolai Street, and on the West by a line running 600 feet west and parallel to Westover Road, Cornell Road and easterly boundaries of Forest and McCleay Parks where it intersects with St Helens Road, have as a primary concern the general well being of the people living, working, and owning property in the area."(emphasis added).

Clearly the Constitution did not include the Westover and Hillside Heights within its bounds as Hillside asserts in its January 21, 1982 letter.

The NWDA boundary definition has been widely used and accepted by the City in the many studies it has funded. Furthermore, the phrase "Northwest District" which has been used in both City and State of Oregon studies, has never included Hillside.(see Appendix A for City and State studies which use this definition.) This understanding was carried forward in the Environmental Impact Statement for I-505 (1973) and most significantly was the operative definition at the time of the execution of the Lease between the City and the State for the area beneath I-405 (1974). (see Appendix B).

Contrary to assertions made in the Hillside letter of January 21, 1982, NWDA meeting minutes disclose that Hillside has long known that its boundaries were never encompassed within those of the Northwest District (NWDA). Our meeting minutes of October 7, 1972 reflect a visit from a Mr. Willard Bone. They state that:

> "he urged NWDA to extend its boundaries to include all of Westover and Kings Heights, maintaining that these neighborhoods are all a part of the Northwest."

NWDA declined the invitation. George C. Sheldon, then President of NWDA, recalls that the reasons for that refusal were that Westover and Cornell Roads had long been geographic boundaries separating the areas and that the opposition to expanding them was due to a general understanding that the character, needs, and aspirations of the two areas differed significantly. Furthermore, Mr. Sheldon does not recall a Hillside Committee associated with NWDA, nor does he recall that any Hillside residents ever participated in the I-405 negotiations, which largely took place in his living room.

The Hillside Neighborhood Association was originally organized to procure the Hillside Center. It became an officially recognized neighborhood association in 1976, according to the Office of Neighborhood Associations. The Hillside Center is maintained with city general fund money. The city also provides the Center with a full time staff person, something that neither Wallace Park nor Couch Park has. According to Park Bureau personnel, Hillside Center has always been a low priority for receiving improvements because it is a community center rather than a public park, primarily serving a small number of people in an exclusive neighborhood. The Hillside Association boundaries encompass 285 acres and 1,268 people. In contrast, NWDA's territory consists of 887 acres and 11,437 people, according to the 1981 City of Portland Neighborhood Information Profiles. It should also be noted that because Wallace and Couch are public parks and therefore are heavily used by people from all sectors of the city, they are hard pressed to meet the needs of area residents. In fact, the Portland Comprehensive Plan pinpoints the Northwest District as deficient in park facilities. Hence the equities for fund expenditure lie with the Northwest District and not with Hillside.

Hillside argues that a State Attorney General letter opinion dated January 21, 1981, provides that I-405 funds can be spent to benefit the entire Northwest sector of the city. However, the opinion only states that the money can be used to benefit "Northwest Portland" and does

not try to differentiate between a district, sector, or area. That opinion was drafted to address one issue only, namely whether I-405 Lease funds could be spent outside the highway right of way. The opinion does not portend to set the boundaries within which the money may be spent.

The opinion does, however, clearly dictate that those Lease monies must be spent "... in accordance with the intentions of the parties." The NWDA firmly believes and can substantiate that the lease negotiators fully intended those monies to be spent to alleviate the adverse impacts caused by I-405 within the Northwest District.

In a memorandum dated January 25, 1982 from Bill Dirker, Annexation Coordinator for the City. to Bill Owens of the Park Bureau, Mr. Dirker stresses that "the overriding intent was to get some positive benefit from the freeway for an area that was impacted by the freeway." Mr. Dirker was Transporation Coordinator for the City at the time the lease was agreed to and was intimately involved in the negotiations.His memo concludes that:

> "The suggestion in the news article that improvements to the Hillside Center be considered is not within the concept that established this project. The intent was to help the immediately adjacent area that felt the negative impacts of the freeway."

In a memo to file from Robert Bothman, administrator of the Oregon Department of Transposrtation Metro Branch dated February 11, 1982, he states;

> "Bill Dirker's memo of January 25th ... is correct. He was a participant at the time of the project."

Thus state employees who participated in the Lease conception attest to the fact that the Lease monies were intended for areas impacted by the freeway, and not for the Hillside Center.

Finally evidence that I-405 funds should be used to assist only areas impacted by the freeway is contained in the U.S. Department of Transportation Federal Highway Administration Policy and Procedure memorandum 90-5, March 27, 1973. This memo explains that one of the purposes of joint development of highway corridors, such as the City and State Lease Agreement embodies, is "...to make a positive contribution toward enhancement of the environment through which they pass..." (section 1 (b)) The memo continues that a joint development project is desirable to "...adjust the land uses and local network of services affected by the new highway."(section 3 (a))

In conclusion, the Lease refers only to the Northwest District, an area which has never included the Hillside area. The Hillside Association has never been a part of the Northwest District, and, more importantly, it can not show that it suffered any adverse impact due to the I-405 freeway. In fact, situated loftily on the side of the West Hills, it has

only been affected positively by improved transportation through the Northwest District.

Meanwhile, the Northwest District lost 18 blocks of small businesses and residential units and suffered large increases in air and noise pollution. The "Northwest District, and only the Northwest District, is legally and equitably entitled to the expenditure of funds generated by the I-405 Lease. No other sector of Northwest Portland was intended because no other sector has been adversely affected.

Respectfully submitted,

Nancy J. Randall

Nancy J. Randall
2774 NW Savier
Portland, 97210
230-4114

cc: Robert N. Bothman, O.D.O.T.
Bill Owens, Park Bureau
Bill Dirker, Bureau of Planning
Peg Henwood, Northwest District Parks and Recreation Committee
George C. Sheldon

Appendix A

"Northwest District" Plan Alternatives 4-74
- Maps A and B show district boundaries
- Map D shows census tracts included in Northwest District

"Northwest District Policy Plan" 7-75
- Page I-1 states that Council directed planning for the "Northwest District" in 1969 and refers to Map 1
- Map 1 shows the boundaries of the Northwest District

Interstate 505 Draft Environmental Impact Statement 9-5-73- signed by both O.D.O.T and the Federal Highway Administration
- Page 9- description of "Northwest District" boundaries
- Plates 2, 3, 4, show district boundaries
- Pages 21-22 list the parks found within the district

Appendix A

"Northwest District" Plan Alternatives 4-74
- Maps A and B show district boundaries
- Map D shows census tracts included in Northwest District

"Northwest District Policy Plan" 7-75
- Page I-1 states that Council directed planning for the "Northwest District" in 1969 and refers to Map 1
- Map 1 shows the boundaries of the Northwest District

Interstate 505 Draft Environmental Impact Statement 9-5-73- signed by[2] both O.D.O.T and the Federal Highway Administration
- Page 9- description of "Northwest District" boundaries
- Plates 2, 3, 4, show district boundaries
- Pages 21-22 list the parks found within the district

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L.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

NOTED
H. S. COULTER

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 26, 1982

RECEIVED
STATE HWY ENGR
File No: INT 5-1
MAR 1 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 1 1982
Safety Section

TO: SCOTT COULTER
State Highway Engineer

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: West Fremont Interchange Multiple Use Project

Your letter of February 12 to Commissioner Jordan, City of Portland, missed the mark.

First, I have been involved with this project since its inception and, with Doug Wright, wrote the lease agreement to satisfy our concerns for the project. I know my intent was that the funds derived would be used to provide for improvement on the property as is specifically outlined in the agreement.

I realize that the Attorney General has interpreted otherwise, that being because we left some language whereby if both the City and the division agreed, the initial intent of the agreement could be changed. The reason for that was that the City initially wanted to use the income to patch the streets and I refused to allow the State funds derived from our investment to be used for that purpose.

The specific intent is to mitigate the impacts of the freeway structures and there is a plan to do just that within indoor facilities which is part of the multiple use project, it is phase 2.

The Hillside Center, far removed from the freeway in the West Hills, has found out and is now attempting to raid the funds. They did this based on a newspaper article which identified the funds as being available. The Northwest District Association, which represents the immediate neighborhood, and the neighborhood located between the freeway and the Hillside neighborhood, is now fighting with the Hillside neighborhood for those funds. You have taken sides with the Hillside neighborhood with your memo, and certainly fueled this neighborhood debate. } No HSC

In the meantime, I have been working with the Northwest District Association, who was involved with the initial lease agreement, trying to work out some agreeable use of the funds which are now available.

I am not particularly knowledgeable of your interest in knowing what improvements are being proposed by the Hillside Center, but I really feel that you either need to become deeply involved with all the politics of the I-505 project or let someone who is involved pursue the multiple use interchange lease.

po Bob.

I don't ... [illegible] ... City ... from ... Portland was in their position. — Not to be on either side, but ... to City ... must do what is right. — HSC

(4)

ROW 12

February 12, 1982

The Honorable Charles R. Jordan
Commissioner, City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

I have reviewed the Hillside Center document, as it pertains to Highway Division responsibilities under the terms of the West Fremont Interchange Lease. The purpose of our lease agreement was to provide alternate uses for space under the structures and/or alternative uses for revenue to benefit Northwest Portland residents impacted by their proximity to the freeway.

Although the Hillside Center is a considerable distance from the Stadium Freeway, I am confident the City would believe that this facility does provide for the recreational needs of those impacted residents and then would approve use or improvements that would benefit those residents. Just how far through the list of the very desirable improvements the revenues from the lease will go, I don't know. I would be interested in knowing what improvements you are able to provide.

H. S. Coulter, P.E.
State Highway Engineer

HSC:lb

bc E. S. Hunter
R. N. Bothman
J. L. Sollis
J. B. Boyd
E. L. Hardt

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 5, 1982

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

RECEIVED
FEB 03 1982
LEGAL

SUBJECT: West Fremont Agreement
Key File 36134
Review of Hillside Center

You have asked me to review the Hillside Center document relative to our responsibilities under the terms of the West Fremont Interchange Lease. I am attaching a letter from Mr. F. B. Klaboe to R. C. Irelan, Senior Deputy City Attorney of Portland and a Attorney General's opinion issued by Dave Frohnmayer, Attorney General.

I questioned the intent of the original agreement and this was the reason that the agreement was sent to Mr. Frohnmayer for his opinion. I believe Jack Sollis would be the best one to interpret the present proposal. I personally believe it is not relative to the effect of the Stadium Freeway upon the neighborhood as contained in the agreement. The location of the Hillside Center is in the Kings Height area. It is considerable distance from any possible effect of the Stadium Freeway. This is a legal problem. If asked, I would recommend against it.

A map is attached showing the location of the Hillside Center relative to the freeway system.

JBB:jr
Attach.

cc: E. S. Hunter w/att.
Jack Sollis w/att.

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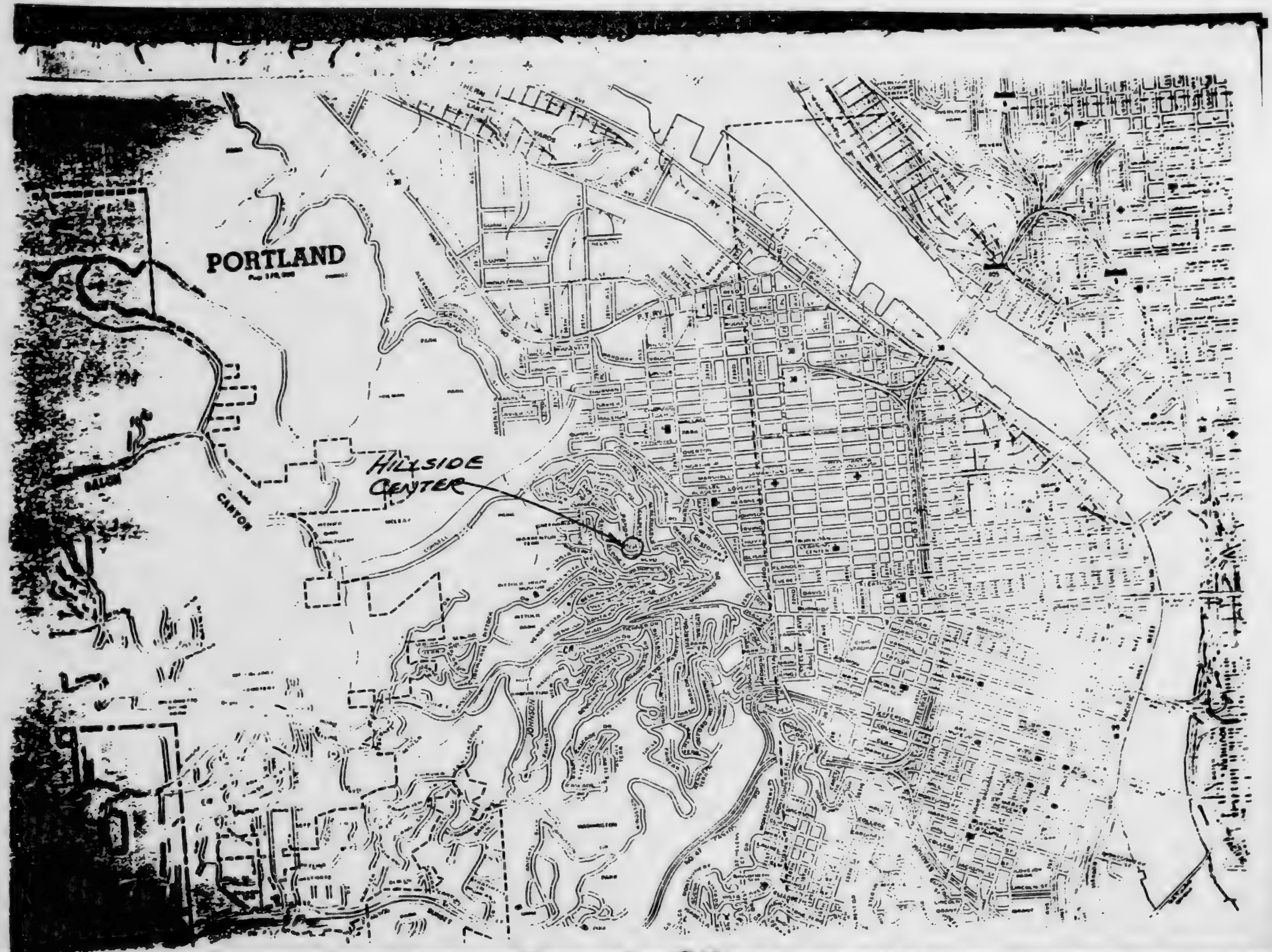

PORTLAND
HILLSIDE CENTER
CANYON
JOHNSON

7050

HILLSIDE NEIGHBORHOOD ASSOCIATION
c/o Margaret Haase, President
2846 N.W. Cumberland Road
Portland, Oregon 97210

NOTED
H. S. COULTER

February 1, 1982

REFER TO
J. B. Berg
By STATE HWY. ENGR.
any problems with this?
2/4

The Honorable Charles R. Jordan
Commissioner
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Re: Hillside Center

Dear Commissioner Jordan:

This letter supplements Chris James' letter to you of January 21, 1982 on behalf of Hillside Neighborhood Association ("Association"), and is written to request funding through the Park Bureau under the City of Portland's 1981-82 and 1982-83 budgets for the needs of Hillside Center. A brief summary of those requests follows this letter and preceeds the Appendices. Further, this letter is to advance a request for funds under the lease between the State of Oregon, acting by and through the Oregon Transportation Commission, Highway Division, and the City of Portland, dated January 30, 1974 ("Lease").

A brief history of the Hillside Center and a chronology of the past activities of the Association, containing independent justification for the requests in this letter, will be provided. This letter will provide the basis for the Association's entitlement to a portion of the proceeds under the Lease.

History

In 1972, the Hillside Committee was a committee of the Northwest Neighborhood Association (NWDA) and the individuals living in the existing boundaries of the Hillside Neighborhood Association were members of the NWDA. The general purpose of the Hillside Committee of the NWDA was to allow residents of the Hillside neighborhood to address the problems of that neighborhood through the NWDA. In conversations with members of our neighborhood who were active in the NWDA in 1972, we have learned that those people invested a large share of time and effort in negotiating with the City concerning the construction of the Fremont Bridge access ramps and I-405 Freeway corridor area through the Northwest district.

Neighbors, in a move independent of the NWDA, met on October 8, 1972, to attempt to purchase the old Catlin Gabel property now known as Hillside Center from the Portland Art Association. In November, 1972, a citizens' organization with 343 members called Citizens for Hillside Community and Recreation Center ("Citizens for Hillside") formed for the purpose of preserving the property as a public park. (See Appendix A.) An article in the Oregon Journal dated October 31, 1974, indicates that these individuals first sought to organize a recreational district and assess all neighbors their share of its costs. However, City officials killed this idea on the ground that it might open the way for giving some neighborhoods better parks and facilities than poorer neighborhoods. (See Appendix B.)

During the period from the initial organization of Citizens for Hillside in 1972, until April 4, 1974 (when the Portland City Council passed a resolution authorizing $49,000 for acquisition of the property and accepting the property as a public park); the citizens of Hillside neighborhood, through individual donations, grants and second mortgages on their homes, raised the necessary funds to acquire the old Catlin Gabel facility and offer it to the City (see Appendix A). On January 6, 1975, Hillside Center opened its doors to the public, becoming the first community recreation center in Northwest Portland (see Appendix C).

A preliminary plan prepared by the Citizens for Hillside, dated May, 1973, containing a resolution from the Portland City Council (#31238), shows that there was an agreement between the Citizens for Hillside and the Bureau of Parks for the following: Tennis courts (lighted if possible), full use of the gymnasium, meeting rooms for neighborhood groups of all ages, a children's playground, open level grass field area, arts and crafts center, at least one full-time staff member, and demolition of two northerly buildings (see Appendix D).

Following the successful opening of Hillside Center in 1975, the Association advised the Northwest Neighborhood's office that it wished to become identified as an independent neighborhood association known as Hillside Neighborhood Association for purposes of future dealings with the City (see Appendix E). This move from status as a committee of the NWDA to an independent neighborhood association was brought about by the successful fund raising efforts of the Citizens for Hillside and the eventual establishment of Hillside Center, as well as through the encouragement of Margaret Strachan, then neighborhood office coordinator for the Northwest area,and by the NWDA itself.

The Association, in accordance with a request from the City, presented a master plan, calling for the items which had previously been agreed to by the Parks Bureau and the Citizens for Hillside in early 1973. Most of the items in the master plan (the tennis courts, the open level grass field area, the arts and crafts center, and meeting rooms for neighborhood groups of all ages) have not been provided. Only one-fourth of the childrens' playground has been completed, with a promise from the Parks Bureau that the remaining three-fourths would be installed in a timely manner (see Appendix I). To this day, nothing has been added to the "Tot Lot", even though it has continued to be one of the requests presented to the City by the director of the Hillside Center and its Citizens' Advisory Board (see Appendix I).

It is interesting to note that the City initially refused to allow the neighborhood to purchase the park facility for the benefit of the neighborhood because of fear that the facilities would be too grand in comparison to other facilities in the district and now we find that our Center is an ugly stepsister in comparison to other facilities in the district (see Appendix J). It would seem that the Hillside neighborhood is "damned if it does and damned if it doesn't".

Neighborhood Needs

The following is a listing of the needs of the Hillside Center with justification therefor:

1. Soccer Field

The first priority for improvement of the Hillside Center is the soccer field. Presently, it is too small for regulation play and is filled with holes and chunks of cement. It cannot be drained after or during rain, nor can it be watered when the weather is hot and dry (see Appendix J). The director of the Hillside Center and the Association have been citing this need from as early as 1973 (see Appendix D) and have requested it each year thereafter through the neighborhood needs submittal, the director's budget requests and recommendations of the Citizens' Advisory Board (see Appendix F-I).

This request has been and is being reasserted for safety reasons as well as usage needs. In 1978, Ann Kafoury, the Chairperson of the Hillside Advisory Board, wrote a letter to the Planning and Development Bureau stating:

> "Safety is the number one issue. If the park grounds were made more safe, there would certainly be increased usage as well as easier maintenance. The soil in the park grassy area is full of holes, concrete is popping up in parts, and the ground is so hard children can not run on it. Because of the condition of the field someone could get hurt. A suit against the City is a fear.
>
> The field needs to have proper irrigation, drainage and two feet of topsoil added. When the field is in good shape it would be used for soccer, football, baseball and volleyball. Many more children and adults would be able to use the area without the fear of getting hurt. Also, children could use the field until dark and walk home."
> (See Appendix K.)

Even though this same request has been made year after year, it has not yet been addressed by the Park Bureau or the City.

Three years ago Hillside was the fourth most used gym in the City with approximately 1,000 people using the facility each week. Since that time the usage rate has increased with 50% or more people coming from outside the Association's boundaries. (Conversation with director of Hillside Center.)

Under the City's sports program, Hillside is the only place for the children in Chapman school, enrollment of 480 (1980-81), and Cathedral school, enrollment of 219 (1980-81), to have organized after-school teams. These children are not simply neighborhood children, but are children from the entire Northwest district, even including some children from the Southwest Portland area who attend Ainsworth school, enrollment of 537 (1980-81). In 1978, Chapman school (Wallace Park) became a satellite to the Hillside Center. In 1978, 100 children participated in soccer at Hillside Center, while this year, that number has increased to approximately 270 children. Although Wallace Park has obtained considerable improvements, ostensibly for the children, the Hillside Center which sponsors and provides the coaches for the soccer program has only a deteriorating, dangerous field (see Appendix J). The center also provides the organization for baseball and basketball teams and competition for the district.

We understand that this situation can be corrected, not as a capital improvement, but because of the nature of the work,

as a maintenance matter. Mr. Roy Marshal, Park Maintenance Supervisor, who is acquainted with the Hillside Center, has indicated that it would be possible to irrigate, drain, level, and enlarge the field to regulation size, including removal of existing substandard tennis court, for approximately $40,000. Hillside Center could then have a field for soccer, and also baseball, so that Hillside Center could serve an even greater number of citizens, including children.

2. Tennis

Tennis is the top priority item in the Leland Recreation Report for the Northwest area (1979) as well as the top priority of the Hillside Citizen Advisory Board for the past six years (see Appendix F-I). The Park Bureau in 1973, when the Center was created, agreed to construct tennis courts on the facility (see Appendix D). An inter-office correspondence from Tim Nolan, dated August 19, 1976, indicates that a need for tennis courts, possibly covered, with additional courts on top of that covered area (see Appendix L).

Presently at Hillside Center there is one sub-standard tennis court which, prior to acquisition of Hillside Center by the City, was used by the members of the Portland Art Association and Catlin Gabel School as a parking lot. This so-called tennis court has cracks, a faulty net, is often muddy due to lack of drainage, and has aprons which are too short (see Appendix J). Through the requests from the NWDA, three tennis courts have been placed at Wallace Park. Since there is no other park in the Northwest district which would be appropriate for the construction of tennis courts, we see the addition of two lighted tennis courts at Hillside Center as a means by which the needs of all citizens in the Northwest district can be accommodated. The neighborhood has previously requested studies of the feasibility of providing for user fees to pay for a portion of the cost of the courts and would recommend that the lights for the tennis courts be installed on a coin-operated basis to accomplish this.

Mr. John Sewell, Park Planning Supervisor, who is acquainted with Hillside Center and its particular problems concerning the tennis courts, indicates that two lighted tennis courts could be placed in the area which is presently the parking lot of Hillside Center for approximately $50,000.

3. Outdoor Basketball Courts

The Association requests installation of outdoor basketball courts with the construction of tennis courts as described in the preceding section. Hillside Center is one of the only facilities in the City which fills childrens' needs by providing open gym and recreational services for them on the weekends through the entire year. We are the most used facility for the children of the Northwest district and outdoor basketball courts would be an inexpensive addition to Hillside Center which would provide other courts to relieve the heavy basketball use of the gym in good weather by all ages.

4. Equipment Shed

A storage room is badly needed by the Hillside Center. As the Center's activities continue to grow, so does its needs for additional equipment. We are now left with the unsafe situation of being required to leave gymnastic equipment, volleyball standards, tables, chairs, on the gym floor, currently the only available space. The Hillside Center is unable to provide more gymnastics classes because it is unable to obtain and store the equipment necessary for such classes. The Association would propose that a storage room be added at the rear of the gym and, because the rear of the building is in poor condition, it could be repaired at the same time that the shorage shed was constructed. Because this work amounts to maintenance, it should be taken out of funds available for this purpose in the 1981-82 budget. According to Mr. Marshal, the storage room could be completed for approximately $9,000. This would allow Hillside Center to offer a greater number of classes and better provide for the safety of those presently using the facility.

5. Other Improvements

a. Soundproofing of Basement. Carpeting the basement and tiling it with acoustical tile at an expense of approximately $6,000 from maintenance funds, would permit greater use of the gym as a neighborhood and community meeting and gathering place.

b. Tot Lot. The tot lot which was begun in 1978 should be completed as promised by the City at that time. Since the beginning of this project in 1978, there has been a drastic change in the age of the children living in the nieghborhood. Currently, a larger percentage of the families living in the neighborhood have pre-school and primary school children. The present tot lot is insufficient to meet the needs of the neighborhood

and children who use the facility. The Association requests that the City keep the promise that it made in 1978 and provide the remaining three-fourths of the tot lot, thus providing a safe place for the younger children to play.

c. Gymnastic Equipment. Additional gymnastic equipment would allow further gymnastic training for children in the Northwest area.

d. Bleachers. Bleachers are requested to provide a place for parents to watch their children play soccer.

e. Barbecue Pit. A barbecue pit is requested to enhance use of Hillside Center.

f. Kitchen. A kitchen would permit instruction in cooking classes and facilities for neighborhood gatherings.

g. Meeting Hall. A separate large meeting hall, which could be added to the front or side of the gym, would allow dual use of the gym as a meeting place and sports center (see Appendix D.)

The above-requested items are some items which the director of the Hillside Center and the Citizens' Advisory Board have felt through the years are necessary additions to Hillside Center to insure that the Center can provide the most effective and the most useful facility for use by the entire population of Portland, but more specifically, the Northwest district. With these maintenance and capital improvement items, Hillside Center will be able to provide adults and the children of the district with a safe facility, in a traffic-free location which is easily reached by public transportation, where families in the neighborhood can be assured that their children were receiving quality care, recreation and instruction. Therefore, we strongly request that the Parks Bureau look beyond the unfair generality attributed to Hillside and see what it actually is, which is the only organized after school gathering place for the Northwest neighborhood children, and the only gymnasium open for use on the weekends and, at night for the men and women as well as the children of Northwest Portland. Hillside Center is a gift of our neighborhood to the Northwest area as a whole, which is being neglected and, thus, is failing to achieve its full potential.

Because of our disappointment and sense of futility for asking for these items year after year, the Association has not been as diligent as it should have been in submitting these requests

for 1982-83. We, therefore, ask that this letter and these items be considered as the basis for the neighborhood needs requests for the 1982-83 budgetary year from the Association, joining with the director of the Hillside Center and the Citizens' Advisory Board.

Lease Proceeds

The Association strongly reasserts that the above-listed requests should be made a part of the 1982-83 budget based upon the numerous prior submittals and the justification set forth above. However, it has recently come to the attention of the Association that additional funding is available to fund capital improvements from the lease proceeds under the Lease. The availability of such funds is based upon the following provision in the Lease:

> "City shall, upon execution of this lease, proceed to sublease portions of the property for private or public purposes in accordance with the uses permitted under this lease. All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree."

Although those lease proceeds may have originally been intended to benefit the area immediately surrounding the approaches to the Fremont Bridge as part of the I-405 Freeway corridor, the Lease language is not so restrictive and refers generally to the "Northwest District of the City". See letter from Oregon Attorney General, dated March 23, 1981, enclosed in the letter from Chris James. Much to the chagrin of the Association, it has also been learned that the NWDA, in concert with the Park Bureau, celebrated the Attorney General's opinion with a budget request for additional facilities in Wallace and Couch Parks. Further, the Park Bureau, undoubtedly without the consent of your office, has maintained that the Hillside Center is not a beneficiary of the Lease and has never advised the Association of the availability of those funds. As the part of this letter dealing with the history of the Association indicates, the boundaries of the Association were within the boundaries of the "Northwest District" at the time the lease was negotiated and executed. The requests contained in the Association's neighborhood needs submittals and as outlined and augmented above are clearly within the category of improvements contemplated by the lease as interpreted by the Attorney General's

opinion. The Association asserts that the process by which budgeted items for the Northwest District have been developed is faulty and the requests of the Association for Hillside Center should be placed on a par with those of the NWDA. Also, a process should be developed to include the Association in matters dealing with the Lease proceeds in the future. Therefore, to the extent that the Association's requests can not be satisfied out of budgeted funds, the Association requests that they be satisfied from the Lease proceeds arising under the Lease.

In conclusion, the Association requests the the items contained in Paragraphs 1-5 of this letter be funded as maintenance or improvement items in the 1981-82 and 1982-83 budgets, as appropriate. To the extent that they cannot be satisfied in those budgets, the Association requests that they be provided from the proceeds under the Lease. The Association further requests that it be made a part of any process established to disburse funds under the Lease.

If, of course, any further action is required on our part to formalize the requests contained in this letter, we would appreciate being so advised.

We have received excellent cooperation from your office on this matter to date and certainly hope that this will continue throughout this process.

Very truly yours,

COMMITTEE ON IMPROVEMENTS
HILLSIDE NEIGHBORHOOD ASSOCIATION

Margaret Haase

Jody L. Stahancyk

Christopher James

John G. Crawford, Jr.

cc: Park Bureau
NWDA
Oregon Transportation Commission, Highway Division
Neighborhood Association Office

SUMMARY

REQUESTS FOR HILLSIDE CENTER

February 1, 1982

	ITEM	JUSTIFICATION	COST
1.	Soccer Field	Presently: Dangerous and inadequate; used by all children of N.W.	$40,000.00
2.	Tennis Court	Presently: Substandard and insufficient; would serve #1 need of neighborhood district.	50,000.00
3.	Outdoor Basketball Courts	Presently: Must use gym in all weather and not enough court space; would allow more participation.	Nominal
4.	Equipment Shed	Presently: No storage, and fire and safety hazard; would prevent hazards and allow more activities.	9,000.00
5.	Other Improvements:		
	a) Soundproofing	Presently: Unusable space; could be used for community and classes.	6,000.00
	b) Tot Lot	Presently: Overused; allow for growth of use population.	Unknown
	c) Gymnastic Equipment	Presently: No room to store; could provide more classes	Nominal
	d) Bleachers	Presently: No place for spectators; would allow parental participation.	Unknown
	e) Barbecue Pit	Presently: No place for cooking; would allow cooking for summer programs and efficient use of space.	Nominal
	f) Kitchen	Presently: No place to cook; would allow for classes and neighborhood functions.	Unknown
	g) Meeting Hall	Presently: No usable meeting space; would allow for classes, meetings and functions.	Unknown

HILLSIDE COMMUNITY PARK

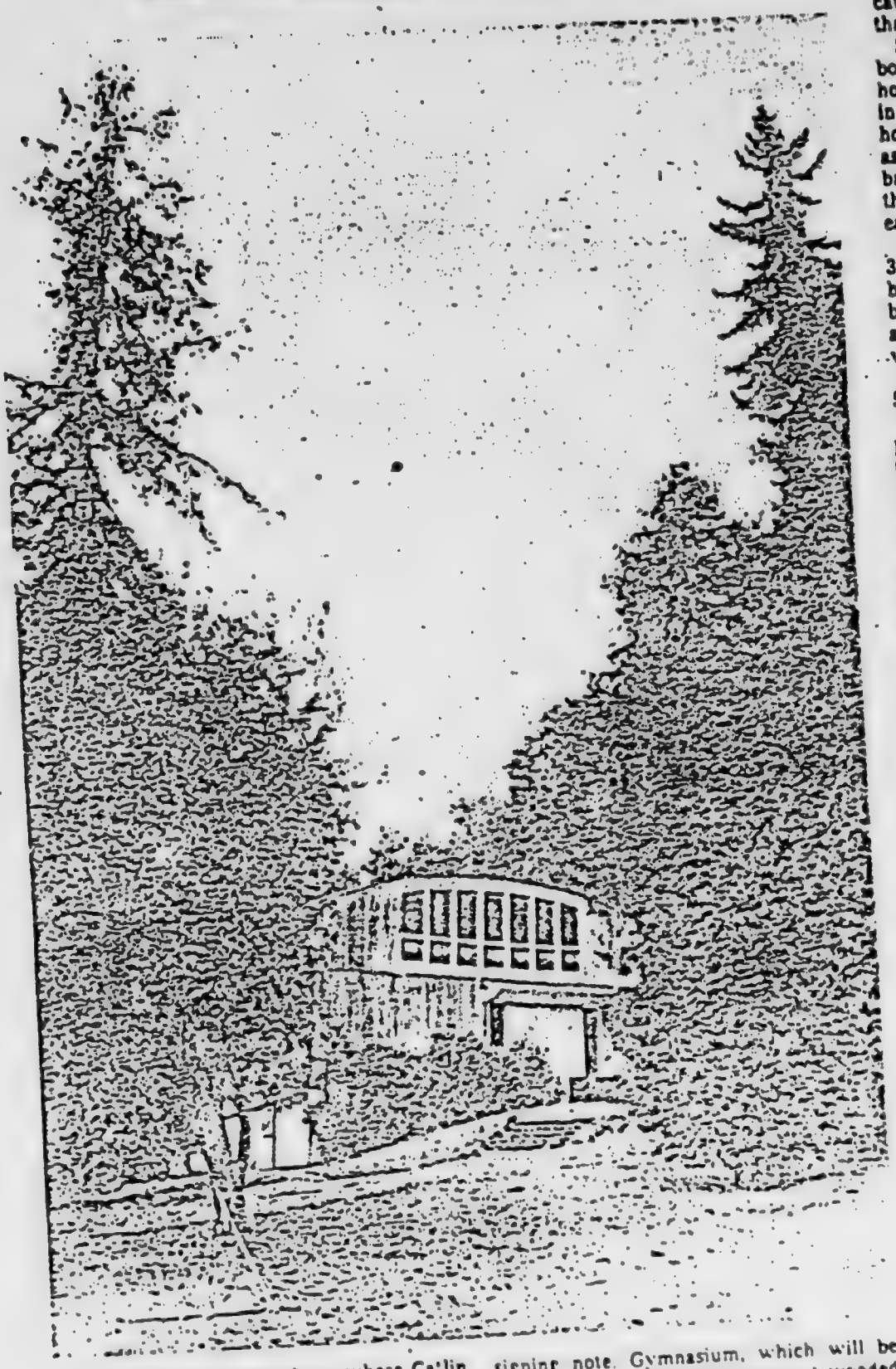
Dedication Ceremony - Jan. 6, 1975 - 11:00 am **Open House - January 12, 1975 - 3:00-6:00 pm**

The dedication of Hillside Community Park marks nearly two and a half years of perserverance and hard work by many people in Northwest Portland plus countless others throughout the city. The park consists of 3.5 acres and is located on the original site of the old Catlin Gable School. In addition to the gymnasium which has been refurbished, two class room buildings and a small theater were originally located on the property.

A chronology of events leading up to the dedication follows:

1968	Portland Art Association purchased the property from Catlin Gable and used the facility as a temporary art school
Fall, 1972	Art Association indicates their intention to sell property
Oct. 8, 1972	Neighborhood public meeting called; attended by 125 residents. A number of proposals for the property were presented. At the conclusion of the meeting, a large majority voted their preference for a park rather than a proposed town-house development or other alternative uses
Nov., 1972	Citizens organization, Citizens for Hillside Community & Recreation Center, Inc., formed for the purpose of preserving the property for a public park
	Petition signed by 343 residents supporting the park concept
	Citizens group concludes agreement with the Oregon Parks Foundation (formerly Metropolitan Parks Foundation) for help with the project
Dec. 28, 1972	Citizens group negotiates with Art Association a one year option for the property. Price $106,500.00
Feb. 27, 1973	Option secured with down payment completed of $12,500.00. Money raised from neighborhood
Fall, 1973	Fund raising swings into high gear. $15,000 raised from three private foundations plus a total of $22,000 from neighborhood
Jan.31, 1974	Citizens organization exercises the option for the property with Portland Art Association
April 4, 1974	Portland City Council passes a resolution authorizing $49,000.00 for acquisition of the property and accepting the property as a public park
April 25, 1974	Twelve individuals in neighborhood (sometimes referred to as the "trembling twelve") guarantee a loan for $25,000 from the Bank of California to finalize purchase of the property
May 1, 1974	Property transferred through the Oregon Parks Foundation to the City of Portland
June 7, 1974	Fund raising dinner held in neighborhood where over $7,000 was raised to reduce neighborhood indebtedness. Balance to be raised as of January 1, 1975 approximately $18,000
Mid-August, 1974	Three buildings on property razed and open space created

APPENDIX A



PARK BEGINS to take shape where Catlin Hillside School once stood, thanks to hard work by neighbors, some of whom mortgaged their homes to help raise money. Others made selves liable for $2,000 by cosigning note. Gymnasium, which will be part of park, is framed by trees at wooded site. Other buildings have been torn down. School merged and moved to become Catlin Gabel School.

By WATFORD REED
Journal Staff Writer

A park is beginning to take shape where Catlin Hillside School once stood because of the gifts of more than 100 neighbors.

Some of the neighbors borrowed money, with their homes as security. Most put in from $5 to $25 a household, but some gave as much as $1,500. Some cosigned a bank loan which obligated them to the tune of $2,000 each.

Uncle Sam helped, but the 3.5-acre park would never be there without the neighbors who put their money and time where their mouths were.

So far, it has cost $106,500.

"It wasn't the wealthy people who did the job," said Graham Bryce, spokesman for the neighbors, who backs away from any praise directed at him.

The people under 40 years old who wanted a place for their children to play made it work.

"And it never would have succeeded at all without three or four neighbors who put in tremendous amounts of time, like 30 or 40 hours a week, including having meetings at 6 a.m. — late at night, breakfast meetings early in the morning, you name it."

Most of the buildings which made up the school cluster have been torn down. The city is putting the gymnasium into top shape. The grounds have been "rough graded".

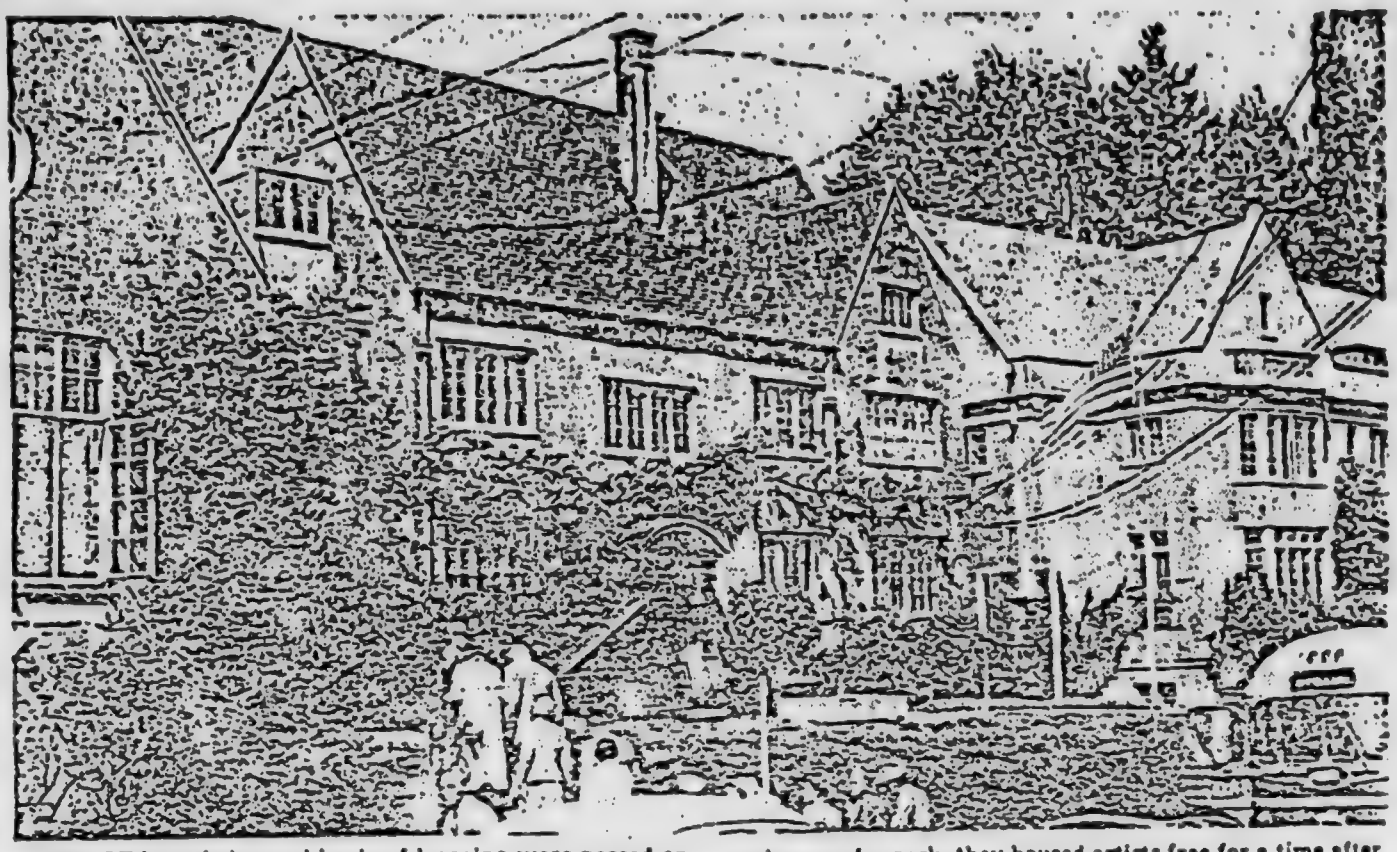
"The city council did not have enough money to complete the grounds as a park," said Dale Christiansen, superintendent of parks and public recreation.

"For playground equipment, the site will have to compete with other neighborhood needs. The money for other work will have to come from the city's general fund or the neighborhood."

Christiansen said "There will be room for picnic spots, for throwing frisbees and generally relaxing," he said.

The neighbors first became aroused in 1972 when

Neighbors Create Park



TONS OF knowledge and loads of learning were passed on to throngs of young Portland people in these buildings, which belonged to Catlin Hillside School. Since wrecked to make way for park, they housed artists free for a time after school moved out. Neighborhood still owes thousands in wake of drive to take over site for park.

FORD REED
taff Writer
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they learned that the Portland Art Museum, owner of the property, planned to sell it. The prospective buyer wanted to build several high-priced homes on the land at 651 NW Culpeper Terrace.

The cluster of buildings had housed the girls' school which merged with Gabel Country Day School to help form Catlin Gabel School.

"More than 130 neighbors met to see what could be done," Bryce recalled.

"Howard Stenger had an option to buy the land and said he had a deal with a builder which would mean a big capital gain for him. A builder would put up expensive homes on the land.

"He agreed to drop his option if we paid him his costs, about $3,600.

"The Art Museum didn't like it at first, but after a while it gave us a year to buy the property.

"The neighbors felt that the area needed a park. This site had been in a master plan drawn up by the city in 1954. We also feared such problems as a need for new sewers if new houses were built there."

The neighbors raised $15,000, which paid off Stenger and paid for a one-year option to buy the land. Some homeowners added $1,000 to their mortgages to help raise the money.

Then began something which became a will-o-the-wisp.

"We heard of a wealthy New Yorker who had thought of giving such a site to Portland in honor of his grandchildren, who live here," Bryce said.

"I talked with him, and he told me that he had $75,000 earmarked for Portland, under some conditions.

"The leaders got $50,000 in federal 'open spaces' money for the property, and with the New Yorker's promise, we thought things were in good shape.

"But in July, 1973, the New Yorker backed out.

"There also was a question about the artists who had been living free in the Catlin buildings. Would they have to be paid relocation money? The city got us over that hurdle.

"Members of the group, busy men and busy housewives, went from door to door and raised $25,000. If each household had given $200, that would have been enough. But some couldn't give that much.

"But some gave as much as $1,500.

"That still wasn't enough, and 12 people cosigned a note at the bank for $2,000 each.

"We raised $7,000 at a fund-raising dinner, and we are still working on it. We think it is only a matter of firing up and going at it now. The next step will be to ask the neighbors to give used furniture and then auction it off.

"We know that the city has a financial problem, and getting the park into shape will take some time.

"We have confidence in the heads of the Portland Park Bureau."

Bryce said part of the drive was intensive work with city commissioners, one of whom told leaders, "I can't spend any more time on your project. If I spent this much time proportionately on each issue before the council, I'd have to work more time than there are hours in the week."

At one time the neighbors sought to organize a recreation district and assess the neighbors their share. City officials killed this on the grounds that it might open the way for giving wealthy neighborhoods better parks and other facilities than needy neighborhoods.

Bryce said the lion's share of the credit should go to Phil Brown, certified public accountant, who was treasurer of the neighborhood group; Willard Bone, the president, and Ken O'Kane, landscape designer.

"They worked at it relentlessly," he said. "And we have succeeded only because about half a dozen people worked at it from all angles, not only the money angle."

BUREAU RE ORGANIZES TO PLAN

To increase efficency and facilitate planning, Dale Christiansen, Superintendent of Parks has recently completed a re-organization of Park Bureau Administration staff. Key changes are:

Assistant Superintendent Bob Gustafson now supervises for the venue producing activities of the Bureau of Parks including: Civic Stadium, PIR, Portland Tennis Center, Pittock Mansion, and golf, concession and park permits and marina and guest dock administration.

Administrative Assistant Ed Erickson is responsible for the entire planning operations of the park bureau, including landscape design, long range planning, the 5 year plan and masterplans for parks. With the success of the 5 year plan and the possibilities of a tax levy for parks, the planning effort has become a major focal point for the Bureau.

In accounting as well as planning, the Bureau has taken giant steps in January. Pat Sprando who has served the bureau six years is the new Administrative assistant to Ron Maynard. Ellen Steinbach is the new associate accountant and Jim Lewis has joined the Bureau as payroll officer.

BLOOD

The City of Portland employees' blood drive is January 20 31. Employees are asked to give blood at this time at the Red Cross Blood Center. The center is open 10 a.m. to 3:30 p.m., Monday, Tuesday, Thursday, and Friday, and noon to 6:00 Wednesday. Blood donated will go into the City's "bank" to replace blood used by City of Portland employees, active and retired, and their families. Those wishing to give blood should contact their supervisor.

Portland Parks' Newsletter is published monthly, for employees of the Bureau of Parks
2115 S.E. Morrison
Portland, Oregon 97214
248-3580
Commissioner Mildred Schwab
Department of Public Affairs
Dale Christiansen,
Superintendent

HOUSECLEANING

Jan Phillips, the Superintendent's secretary, was housecleaning in Park Bureau files, and discovered a wallet lost 13 years ago by Mr. James Genzer who now lives in Jackson, Wyoming. Happy to have his wallet back, Mr. Genzer wrote Jan to thank her "the photos brought back many memories."

CETA VI ROUND I

Two Portland Parks projects will benefit from CETA VI, the Federal Manpower Act recently signed by President Ford. The act, designed to relieve unemployment will hire skilled people to work on public works projects of short duration.

The Parks' projects selected for assistance are:

1. Clearing existing trails in Forest Park (14 people, 40 weeks).
2. Completion of the Himes trail connecting S.W. Slavin Road with Willamette Park. This will give pedestrians from Southwest Heights off-road accesss to water (9 people, 10 weeks).

Civil Service is selecting the workers. Park administrative staff is assisting in identification of suitable projects.

Will Bone, Chairman of Citizens for Hillside, looks on while Commissioners Schwab and Ivancie cut the ribbon in the Hillside opening.

HILLSIDE OPENS

Hillside Community Center opened its doors to the public January 6th, becoming the first community recreation center in northwest Portland.

It was one of the happiest opening in memory: the neighbors were there 100 strong to celebrate the facility they had worked so hard to make theirs. As Commissioner Schwab cut the ribbon, children streamed onto the gym floor, shooting baskets alongside Commissioners Schwab and Ivancie.

Bill Ownes, Director of Recreation, and Kay Williamson, the new director at Hillside, talked to the neighbors about new programs. The citizens who led the efforts, Will Bone, Phil Brown and Ken O'Kane, praised the Park Bureau for cooperation especially Dale Christiansen and Ed Erickson who coordinated the acquisition.

Demolition of the Old Catlin Gabel School is complete, leaving a green park and spacious gym with a large basement for crafts and classes. Carpenters and painters worked weeks getting the building in shape. Cost for acquisition of the site was $106,000, with the City of Portland providing $49,000 and Citizens for Hillside assisted by the Jackson Foundation and Collins Foundation providing $57,000.

RECYCLING CHRISTMAS

Parks' maintenance department's tree crew recycled Christmas trees for the public again this year chipping them into barkdust for parks. According to Dick Zoelch of the tree crew, they scored 11 dump trucks of barkdust from an estimated 9,000 trees chipped in the project. Alex Wynstra, newly appointed municipal forester and Dick Zoelch headed the project

MONTAVILLA FIRE

An electrical fire destroyed the office at Montavilla Community Center doing $4,000 damage. In an ironic footnote: Tom Gould, Northeast District Recreation Supervisor, returned from vacation the next day to find a Montavilla work order from the previous week complaining that the office door kept sticking. Said Goold: "Last week Larry complained about the door. This week he wishes he had a door [illegible]"

BROWN, ARMSTRONG & Co., P.C.
CERTIFIED PUBLIC ACCOUNTANTS
2177 S.W. MAIN STREET
PORTLAND, OREGON 97205

TELEPHONE 221-1776

Hillside

February 18, 1975

Ms. Susan Nelson, Coordinator
Northwest Neighborhood Office
817 N. W. 23rd Avenue
Portland, Oregon 97210

Dear Susan:

Please find enclosed your recent memo on which I have made some comments.

I hope you've had a chance to become somewhat settled in your new situation, and want you to know that I am delighted that you were chosen and feel that you will do an outstanding job.

As you may know, the Citizens for Hillside Corporation was formed for the specific purpose of acquiring the former Catlin-Hillside school property and turning it over to the City for use as a public park. Now that that purpose has been accomplished, we intend to change the name of the corporation and broaden the purpose so that it can serve as the Neibhborhood Association for the Hillside-West-over area. For the time being, I would appreciate having any communications from your office affecting our neighborhood directed to me at the address shown above. I'm looking forward to talking with you soon.

Yours very truly,

Phil

Philip F. Brown

PFB:sl
Enclosure

APPENDIX E

REPORT

A PROGRESS REPORT REGARDING THE HILLSIDE COMMUNITY AND RECREATION CENTER:

The Hillside project continues to move steadily forward. Although much has been accomplished, much work remains before our efforts can be called successful. The neighborhood park and recreation center will become a reality only if there is continued strong support from the neighborhood.

A preliminary site plan, programs tentatively worked out with the Bureau of Parks, the City Council resolution and information concerning the status of the fund raising drive are set forth in this brochure.

The immediate task before us is the raising of approximately $45,000, which, along with funds already contributed, will make possible the acquisition of the property. This must be accomplished prior to December 31, 1973, when the option to purchase the property will expire. The $40,000 federal grant mentioned in the resolution seems relatively certain but, under the terms of the resolutions, none of the federal money can be applied toward the $45,000 which must be raised by year-end.

Many of the people contacted during the first phase of the fund raising campaign expressed a keen interest in the project but wanted to postpone part or all of their contribution until there was assurance that the City would accept the property for use as a park. Now that we have that assurance in the form of a City Council resolution, we anticipate that the list of donors, and the amount donated, will grow substantially.

Contributions for the Hillside project are being handled through the Metropolitan Parks Foundation, a public foundation, and we are advised that contributions are deductible for federal and Oregon income tax purposes. Checks should be made payable to the Metropolitan Parks Foundation and mailed to the Foundation at 1717 Georgia-Pacific Building, 900 S. W. 5th Avenue, Portland, Oregon 97204.

The Board members (and their spouses) of the Citizens for Hillside Community & Recreation Center urge your generous support of this unique community effort. If you believe, as we do, that preserving this open space and its facilities for the enjoyment of the neighborhood is worthwhile, please help make it a reality. Don't wait for someone to contact you; send in your contribution right away. Your neighbors, and especially their children, will be sincerely grateful for your help! Please feel free to contact any of us if you should have questions about the project.

Will and Chris Bane
228-6949

Bill and Bonnie Harris
228-3448

Phil and Barbie Brown
223-1340

Bob and Sally Landauer
227-1801

Graham and Sharley Bryce
228-1682

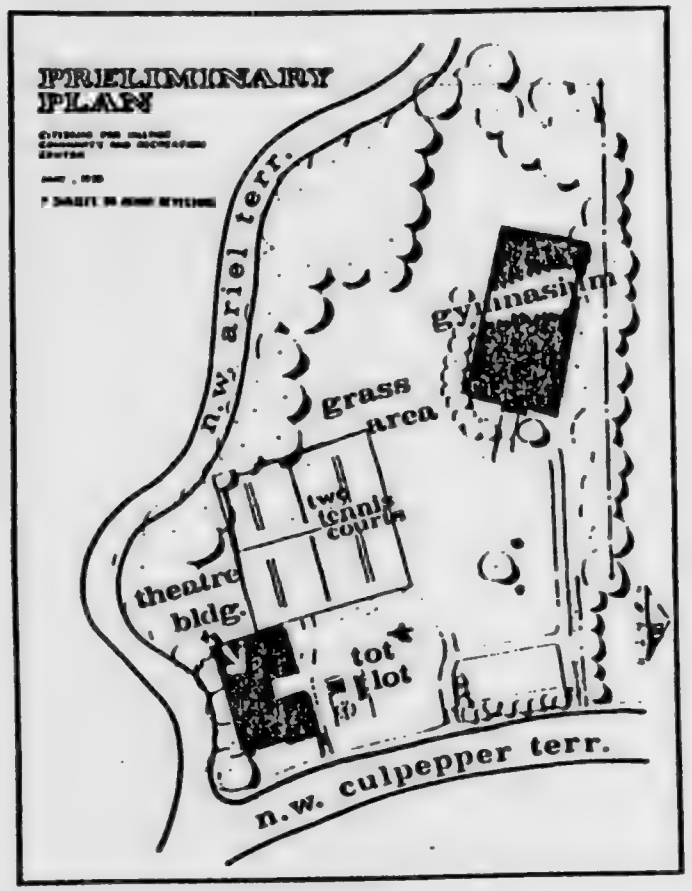
Peter and Sue Norris
222-2118

Brian and Peggy Casey
227-3617

Ken and Carol O'Kane
222-3759

Don and Colline Weeks
223-0046

APPENDIX D



AGREEMENT

Agreed to by the Citizens for Hillside Board and the Bureau of Parks are the following:

- Tennis Courts (lighted if possible)
- Full use of the Gymnasium
- Meeting rooms for Neighborhood groups of all ages
- Children's playground
- Open level grass field area
- Arts and Crafts center
- At least one full time staff member
- Demolition of two northerly buildings

CITY COUNCIL RESOLUTION

Resolution No. 31238

WHEREAS, The City of Portland finds it to be in the best interest of the [illegible] City [illegible] to obtain [illegible] property, and

WHEREAS, A citizens group, Citizens for Hillside Community and Recreation Center, has organized [illegible] of citizens [illegible] to purchase the Hillside [illegible] property [illegible] and the property to the City for use as a neighborhood park, and

WHEREAS, The citizens group has now [illegible] to take options to purchase the option in the name of the Metropolitan Parks Foundation with the [illegible] and to assign said [illegible] property to the City, once it has been organized, and

WHEREAS, The Metropolitan Parks Foundation has agreed to hold said [illegible] Conservation Fund has given [illegible] the Bureau of Parks [illegible] Recreation grant [illegible] Program for the purchase and improvement of the site for outdoor recreation, [illegible] and,

BE IT RESOLVED that if the Citizens for Hillside Community and Recreation Center [illegible] the Metropolitan Parks Foundation] [illegible] to exercise the options by December 31, 1973, the City will accept title to the property [illegible] as a City park with the Bureau of Parks and will proceed with improvements and [illegible] the necessary funds become available. Furthermore, the City will assist the project by assisting the Bureau of Parks in [illegible] Recreation grant [illegible]; it being especially understood that such a grant, if received, will not relieve the Citizens for Hillside Community and Recreation Center from raising [illegible] or an amount equivalent to the purchase price of the facility.

Adopted by the Council MAY 23 1973

[signature]
Auditor to the City of Portland

Commissioner Ivancie
May 23, 1973
231.p - 1c

HILLSIDE COMMUNITY CENTER
BUDGET REQUESTS

TUMBLING MATS / CRASH PADS
GYMNASTIC EQUIPMENT (UNEVEN PARALLELS, BALANCE BEAM, HORSE)
DOLLY FOR MOVING CHAIRS AND EQUIPMENT
~~PROJECTOR~~
2 PORTABLE COAT RACKS
BICYCLE RACK
FILING CABINET
PROJECTOR
COFFEE MAKER
SCOREBOARD/CLOCK
PORTABLE BLACKBOARD
TRAMPOLINE PADS (REPLACEMENT)
CUPBOARD/CABINETS IN CRAFT ROOM (? CAPITAL IMPROVEMENT)
TYPEWRITER
CURTAINS FOR OFFICE, CRAFT ROOM & PRE-SCHOOL
BENCH FOR WEIGHTLIFTING
TIMER-CLOCK
2 WALL CLOCKS (PRE-SCHOOL & CRAFT ROOM)
TROPHY CASE
VACUUM CLEANER
GLASS BACKBOARDS (BASKETBALL)

~~WALL IN PRE-SCHOOL AREA~~

STAGE ROOM ON REAR OF BUILDING

SMALL CLOSET IN LOUNGE

PAINT WALL IN GYM

LINOLEUM (TILE, CARPET) FOR DOWNSTAIRS ROOMS

PIANO

2 PLASTIC BOWLING GAME SETS

~~BENCHES FOR GYM~~

AIR HOCKEY GAME

ADDITIONAL DRINKING FOUNTAIN

STEREO

1 ADDITIONAL STAFF PERSON

WINDOWS IN FRONT OF BUILDING

PAINT OUTSIDE OF BUILDING

GYM DIVIDER (H.S. TYPE)

ELECTRIC SCOREBOARD

TROPHY CASE

2 COAT RACKS

[illegible] RACK

FILING CABINET

[illegible]ECTOR

TUMBLING MATS - [illegible] PADS

COFFEE MAKER

CANVAS

TYPEWRITER

TRAMPOLINE PADS
PLEXIGLASS BACKBOARDS

PIANO

2 PLASTIC BOWLING GAME SETS ✓

STEREO H/R TAPE DECK

GYM DIVIDER (H.S. TYPE)

[illegible] LIGHTS TO [illegible] ELECTRIC BULBS - [illegible]

[illegible]

GYMNASTIC EQUIP.

DOLLY FOR MOVING CHAIRS, TEACH. [illegible]

PORTABLE BLACKBOARD

TIMER-CLOCK

VACUUM CLEANER

CAPITAL IMPROVEMENTS

[illegible] ROOM ON REAR OF BUILDING

OUTDOOR DRINKING FOUNTAIN

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Hillside Community Center
Budget Requests
1977-1978

Capital Improvements

1. Installation of fencing on Culpepper Street side of field -
Justification- A. Safety- The park is located on a corner lot and a hill. Balls roll down the hill quickly, so many participants run out into the street, between parked cars, around the corner, etc. without looking first. B. Equipment loss could be cut down. C. Minimize vandalism by preventing cars, motorcycles, etc., access to the feild from the street.

2. TOT LOT
A. Participant demand; One of the largest groups using the center are those of pre-school age. NO facilities are available outside for this group currently. B. Enhance the total pre-school class program, stimulating participation at the center. C.. Very high priority on the Citizen's Advisory Board list.

3. TENNIS COURTS(2)
A. One used now does not meet city standards, and is poorly located.
B. Usage covers all ages, and is extremely highly used in summer.
C. Demand for tennis classes is high, and classes must continually be limited. More courts would encourage participant growth at this facility.
D. Number one priority on the C.A.B. list.

4. LAND IRRIGATION
A. No facilities now available. No roving crew comes atound, so valuable recreation staff time must be consumed with watering the field if it is to be at all usable during the summer.
B. If ground cover dies, erosion could occur easily, and much money spent in repairs.
C. The park would simply look more like a beautiful Portland Park if it were kept green.

5. OUTDOOR DRINKING FOUNTAIN
A. An attempt is made to supervise all parts of the park simultaneously; however, it is sometimes nedessary to lock the gym(when staff is outside), When this occurs, the only water available is from a faucet on the side of the building. This is uncomfortable to use, unsanitary, and the area around the faucet remains wet, muddy, and dangerous throughout the summer. Letting someone in the gym without supervision involves many safety problems.

6. STAINING EXTERIOR OF BUILDING
A. Maintenance costs can be kept lower if the building is protected on the outside with new stain
B. Enhance the overall looks of the park if the building looks well kept.
C. Citizens in the community have expressed the desire to have it stained.

7. STORAGE ROOM ON REAR OF BUILDING

(cont.)

7. STORAGE ROOM ON REAR OF THE BUILDING

A. As the center's activities grow, so does the need for additional equipment. Leaving gymnastic equipment, volleyball standards, tables, chairs, mats, etc., on the gym floor becomes hazardous and unsafe(attractive nuisance).
B. Space on the gym floor would be taken up for equipment, when it should be used for recreational activities.
C. Area available, and lends itself to that purpose(exsisting door, gym level, behind building, out of sight, etc.).
D. Storage space now available, is extremely minimal (and is stretching the fire code now).

8. SOUNDPROOFING ONE ROOM DOWNSTAIRS

A. Use of building is now limited due to excessive noise. When gym is in use, no activities can go on downstairs. Multi-purpose room is now finished, and could be well utilized if soundproofing, or lowered ceiling, etc., were provided. Building usage could almost double.

STREETLIGHT AT CORNER OF NEW ENTRANCE ROAD

A. Road is unsafe at night without any light on a dangerous curve (blocked vision on a curve), and lighting would lessen the hazards for pedestrians and vehicles alike.

10. IMPROVE ACCESS PATHS (FRONT AND REAR) TO BUILDING

A. Rear path currently heavily used(cuts off app. 3 blks) is unsafe. It needs clearing, some widening, and possibly some wooden-gravel type steps in a few places. Any low level (close to the ground) lighting on the paths would greatly increase safety in using.

MAINTENANCE ITEMS

L. Wet-Dry (shop)Vacuum

A. The amount of carpeting and tile in the building which needs maintenance has tripled since the building opened, and we still have no machinery for cleaning emergency problems, or for general maintenance.
B. The vacuum would help prolong the life of the carpets.
C. We are not on the roving crew, and therefor do a lot of our own maintenance(outside of what the contractor does).

Justifie

Vac. Cleaner Specialists -$59.95 Vacuum Cleaner Center-

est. cost: $ 62.05 Sears- 65.95 (Pow-r-Vac)
(with attachments)

2. PRE-SCHOOL ROOM CARPETING

Donated, old carpeting is being used now, in a makeshift manner, including tapeing it down with masking tape, which is dangerous.

PERSONNEL

1. Continuance of two (2) full time personnel.
2. fifteen to twenty hours part-time help.

EQUIPMENT

1. ELECTRIC SCOREBOARD
   A. Usage. The building's main activities are sports oriented, with over thirty Hillside teams using the facility throughout the year. This one item would affect the largest number of people.
   B. It is a multi-purpose item. It can be utilized for classes, timing races and special events, skill tests, and clinics.

2. COAT RACKS
   A. There are currently no accomodations made for coats or parcels. People throw them on the floor in the entranceway, creating an unsightly and hazardous situation in the entranceway.
   B. Many community oriented activities take place here, with adult participation. Many comments have already been received about the negative effect of no proper place to put coats, etc.

3. BICYCLE RACK
   A. No accomodations now available for bikes.
   B. Community very ecologically oriented, and many ride bikes.
   C. Prevent vandalism, and help supervision problems.

4. TROPHY CASE
   A. No place currently to put trophies.
   B. Over twenty-five trophies have already been won by teams of all ages from the center, and people like to see them displayed.
   C. Good public Relations, helps build participation and community center pride, which helps keep down vandalism,etc.

6. COME-ALONG (winch for volleyball cable)
   A. Makeshift procedure now used makes obtaining and keeping proper net height difficult.
   B. Volleyball is a large activity here, with all ages involved
   C. It would cut down the time involved in putting up the nets, and free the recreation staff for constructive activities.

7. TUMBLING MATS (3 replacements, and some new)
   A. Demand for tumbling and gymnastic activities large, and currently we have no equipment to teach the classes, this limits numbers of participants and growth of the program at the center.
   B. Multi-purpose- can be used in kindergym, preschool, wrestling, etc. as well as tumbling classes.

Est. Costs: Gym Master (form Oregon Athletic) Action Mats- 5' X10' (folding type,velcro fasteners)$175 each.

8. PLEXIGLASS BACKBOARDS
   A. Basketball is a high usage activity at the center. We have currently 11 teams of all ages and both sexes competing in city leagues. In addition, we have half court center leagues, a summer basketball league, and instructional classes for young and inexperienced players
   B. Maintain pride in the building and aid in preventing vandalism, etc.

9. 12 (twelve) BANQUET TABLES AND 50 CHAIRS
   A. Many community centered activities held here (average of 1 every two months) drawing large crowds. These would cut down on manpower, gas, etc., required to pick up and deliver these items frequently.
   B. Only have six tables and twenty chairs now for the entire center.

10. REPLACEMENT FURNITURE FOR THE LOUNGE
   A. Couch and chair in use now old, unsightly, and broken.
   B. Improvement of looks, ease of maintenance, and increased versitility with furniture selected especially for use in this room.

11. COFFEE MAKER
   A. Nothing currently available for making coffee.
   B. Many group activities could use it (including staff meetings)
   C. Isolated area makes going to stores, restaurants, etc., difficult and time consuming.

12. TYPEWRITER
   A. Currently using private one.
   B. Improve professional appearance of center and its activities.

13. TIMER*CLOCK
   A. Aid in teaching classes, running relays, timing games, etc.
   B. Portability and size make it versatile and convenient.
   C. No other equipment now available to handle any of the above activities. COST: Gray Lab $54.95 - 60 min. timer- Sandy's

14. CURTAINS IN CRAFT ROOM, OFFICE, AND LOUNGE
   A. Help in control of heat loss in building
   B. Improvement of esthetic appearance of facility.
   C. Help in cutting down noise in downstairs area.

15. GYM DIVIDER
   A. Could double use of facilities by enabling the gym to become a multipurpose area. (gymnastics and basketball could be carried on at the same time, for instance.)
   B. Aid in supervision and vandalism problems.
   C. Enable one person to do more activities in the same amount of time.
   D. Allow both free play time and structure classes to be carried on at the same time, thereby alleviating somewhat the biggest problem of the center-pleasing all of the participaants all of the time!

16. REPLACEMENT PADS FOR TRAMPOLINE
   A. Current ones are worn and thin. Padding doming through in spots.
   Cost: (Oregon athletic) #PSIF4 $105.00

17. MINI*TRAMP
   A. Enable a small tumbling and gymnastics program to get started.
   B. Enhance the trampoline classes.
   Cost Oregon Athletic $198.00 shipping-$5.00

18. Crash Pad
   Multi-purpose usage Cost: Oregon Athletic- 5' X10' x 8"
   $ 250.00

1979-1980
1980-1981

CAPITAL IMPROVEMENT PROJECTS
HILLSIDE COMMUNITY CENTER

1. STORAGE ROOM ON REAR OF THE BUILDING

A. As the center's activities grow, so does the need-for additional equipment. Leaving gymnastic equipment, volleyball standards, tables, chairs, tables, etc. on the gym flobr (which is currently the only available space) becomes hazardous (an attractive nuisance situation).

B. Space on the gym floor would be taken up for storage, (as it is currently) when it sould be used for redreational activities.

C. The area is currently available for the room, and lends itself to that purpose. (there is an existing door, it's at gym level, and is located behind the building, out of sight, etc.).

D. All storage space now is minimal, and is stretching the fire safety code now to meet storage need.

2. NEW TENNIS COURT (IN SPACE APPROVED BY CITIZEN'S ADVISORY BOARD)

A. Current court is located in an inappropriate and unsafe spot. It does not meet city standards.

B. It is well used by all ages, with extremely high usage in the summer. Demands for classes are high.

C. HAS BEEN NUMBER ONE PRIORITY on the C. A. B. list for six years.

3. SITE IMPROVEMENT

A. Underground irrigation. Presently, there is no method available for watering the field in the park. The employees must take time to try to water by hand the entire field to avoid losing the site to erosion when the grass dies.

B. The field is presently unsafe and much of it is unusuable. There are large pieces of concfete, holes, and debris all over the field. It needs leveling and filling, and major landscaping work.

4. ADDITION TO EXISTING SMALL TOT LOT.

Current lot is one-fourth the size originally promised by the park bureau to the people of the community. The space for the project is available, and the site is very much over used already. The improvement would fit into the over-all master plan approved by the citizen's board.

5. SOUNDPROOFING DOWNSTAIRS PORTION OF THE BUILDING.

Use of this space is limited due to the excessive overhead noise from the gym. Use of the building could at least double if these rooms could be used when the gym is being used.

6. RENOVATION OF DOWNSTAIRS PORTION TO ALLOW A WEIGHT ROOM TO BE INSTALLED.

This is a high priority activity which is asked for often by all ages. Participation would increase in proportion to the type of facility installed.

7. IMPROVE REAR ACCESS PATHS AND LANDSCAPE THE HILL BEHIND THE BUILDING.

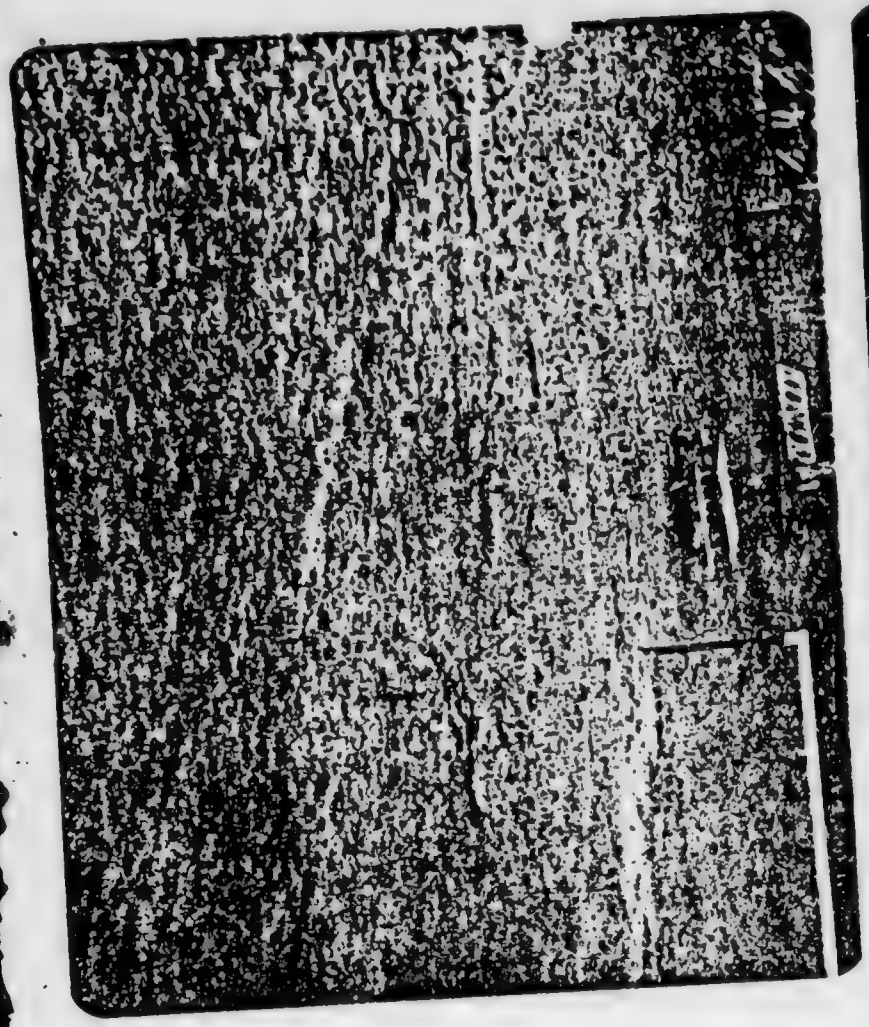
The path to the rear of the building is heavily used, as it cuts off about three blocks for the people above the center. It is, however, unsafe. It needs clearing and widening, and some kind of environmentally sound steps installed. Low level lighting could also be used. The hill is of great concern because of the view to the people above. Planning needs to be done to ensure the beauty and atmosphere of the park remains intact, while working with the public to change suitably the hillscape.

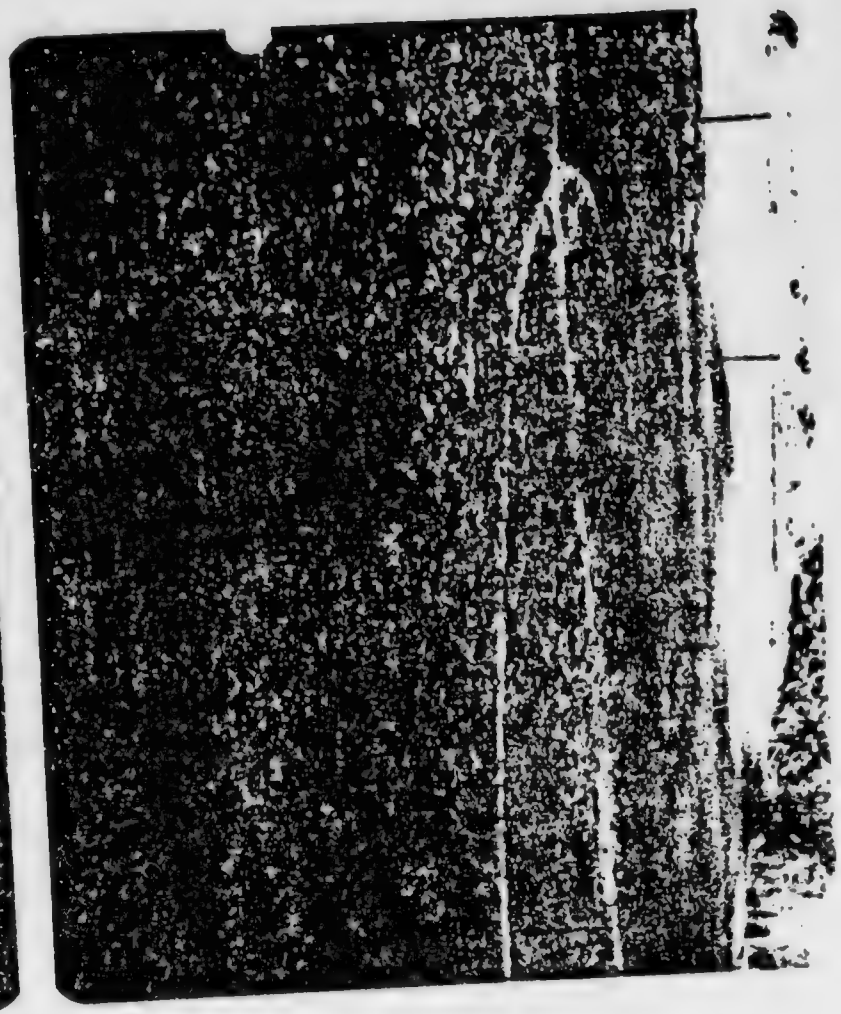
8. GYM DIVIDER

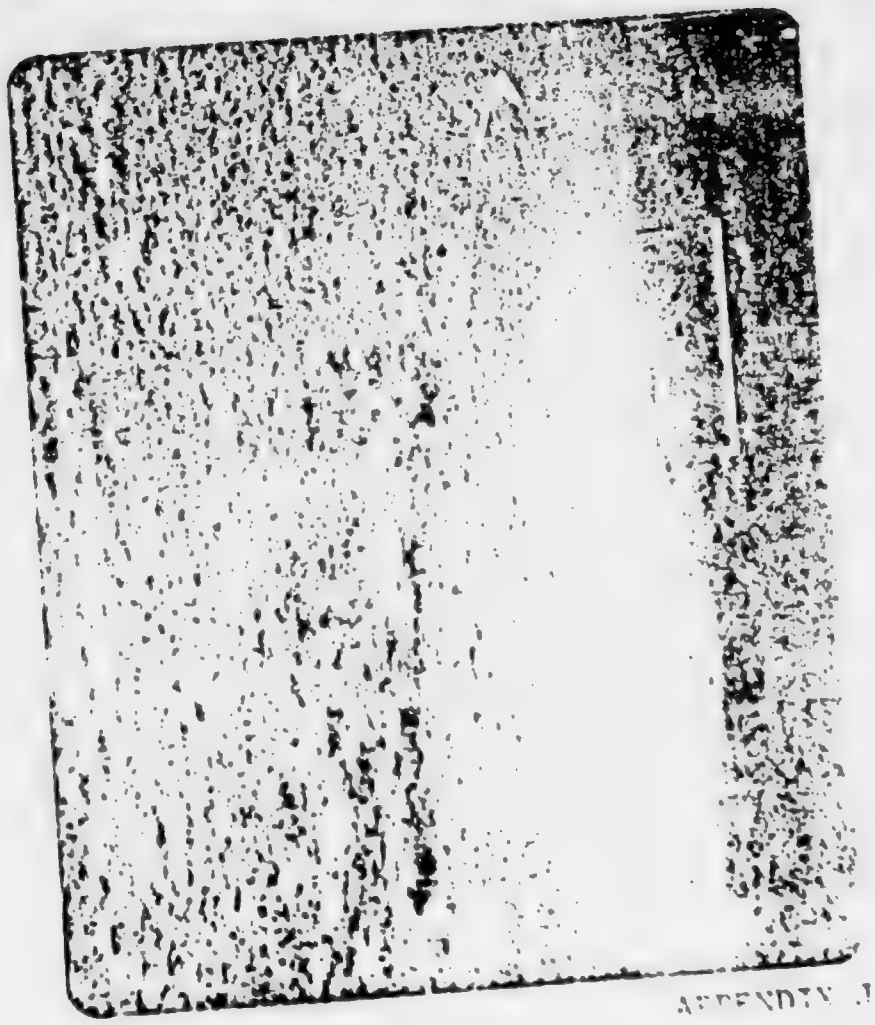
This apparatus could at least doulbe the use fo the facility. It will aid in supervision and cut down any vandalism problems. It would allow both classes and free play to go on at the same time in the gym, thus pleasing more people most of the time.

9. IMPROVEMENT OF THE ACCESS ROAD AND INSTALLATION OF A LOCKING GATE AT THE TOP OF THE ROAD.

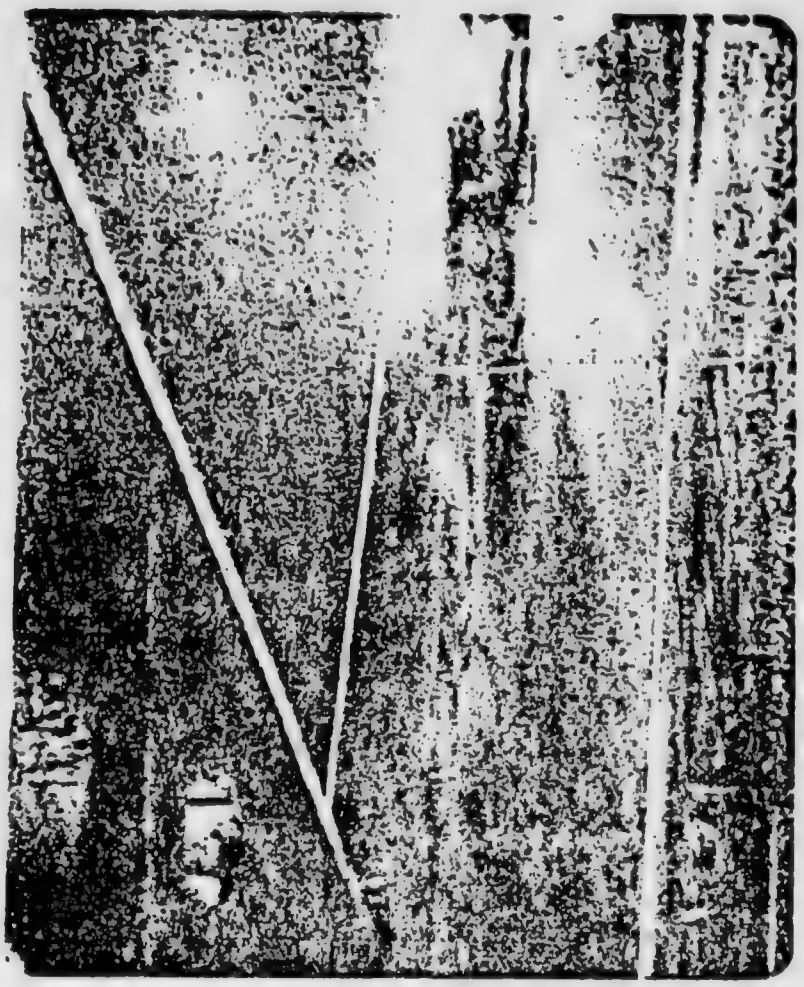
These measure would all aid in the safety of the participants and add to the safety of the park.

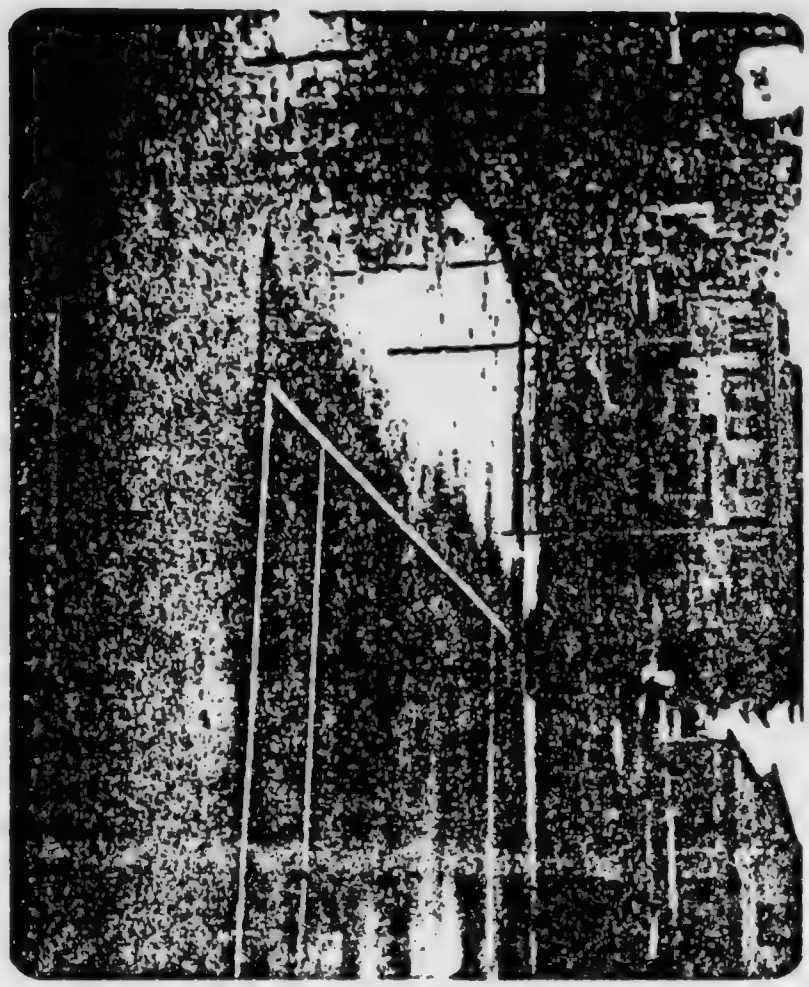


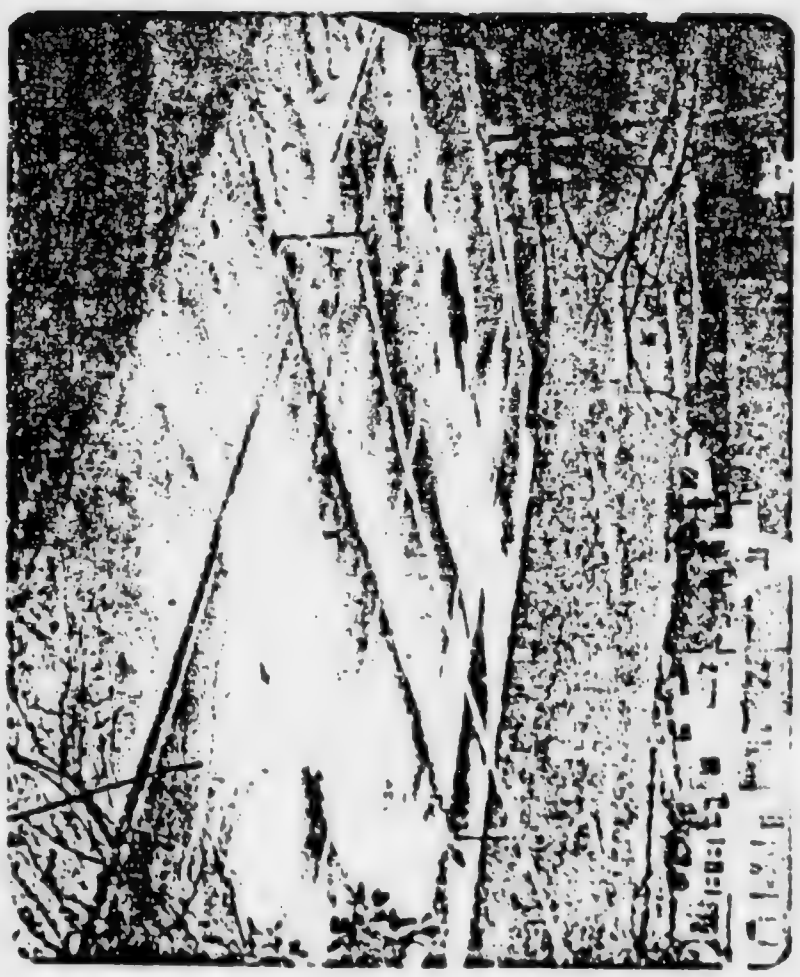


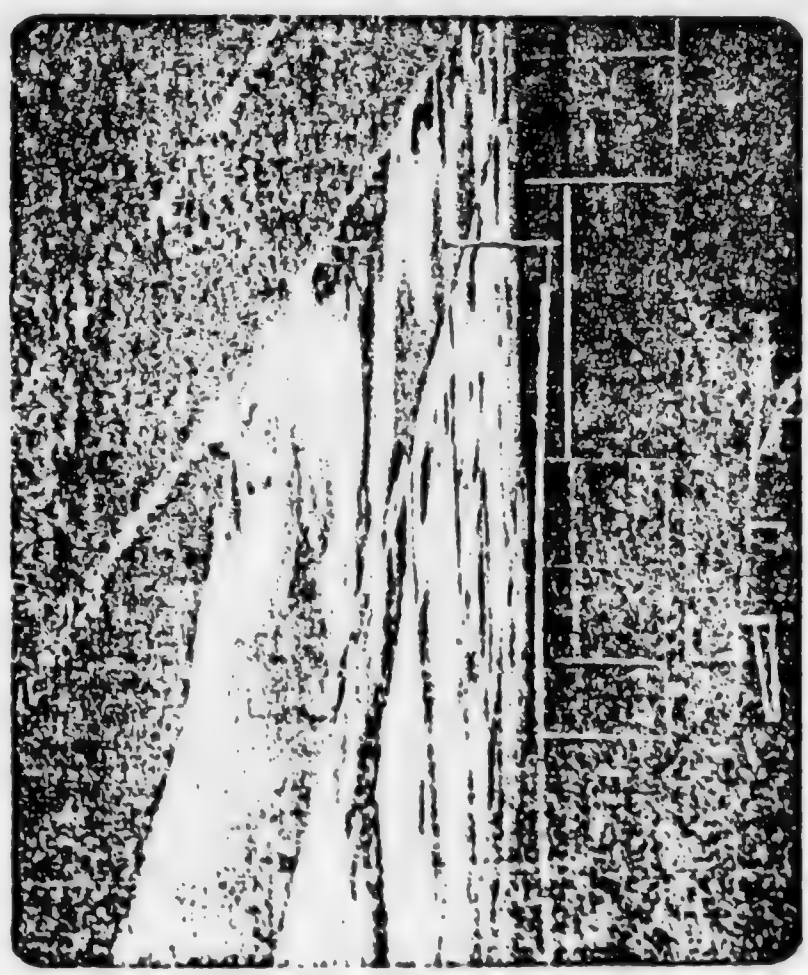


APPENDIX J-1: Soccer Field









APPENDIX I-2: Tennis Court

August 30, 1978

Mr. Mike Kaiel
Planning and Development
Portland Park Bureau
1107 S.W. Fourth Ave.
Porland, Oregon 97204

Dear Mike,

The Hillside Advisory Board met this summer to discuss the needs of the Hillside Center in order to make it a safe, equiped, and well-used park. The gym at Hillside Center is the fourth most used gym in the city and is used by people from all over town. We feel that the park area would be used much more if completed. Relatively small expenditures will produce large returns in the form of greater neighborhood and city-wide use, especially in the Northwest area. Hillsiders are active participants not only in attending meetings, but also in raising funds, contributing labor, and supporting the Park Bureau. We hope that you will consider our needs in setting forth priority parks needing completion.

Safety was the number one issue. If the park grounds were made more safe, there would certainly be increased usage as well as easier maintenance. The soil in the park grassy area is full of holes, concrete is popping up in parts, and the ground is so hard children cannot run on it. Because of the condition of the field, someone could get hurt. A suit against the city is a fear.

The field needs to have proper irrigation, drainage, and two feet of top soil added. When the field is in good shape it would be used for soccer, football, baseball, and volleyball. Many more children and adults would be able to use the area without the fear of getting hurt. Also, children could use the field until dark and walk home.

Another safety factor is the need for a low fence or hedge on Culpepper. Balls would be stopped before going into the street. Parents would be more inclined to allow their children to play there without the fear of them chasing balls into the street.

The road leading into the park is treacherous. It needs widening and paving to make it safe. A board member suggested closing Ariel Street, and making a flat area at the entrance to the road into the park.

Use of Hillside Center is therefore contingent on the safety factor.

Several pieces of equipment are needed in order to increase the use of Hillside Center. There are no park benches or tables in the park. Now that the tot lot is completed, parents will be coming to supervise their children and to picnic. These benches and tables would encourage such activities. An outside drinking fountain is necessary. Not only would it stop outside traffic in the gym, but could be used whenever the gym was closed. An electric scoreboard

would also increase the use of the gym. The Hillside Neighborhood Association has raised money for the scoreboard, and we need your help in acquiring and installing it. Better lighting around the park, especially in the back would increase the use of the park as well as make it more secure.

The hillside behind the gym needs careful landscaping to save the hillside. Proper landscaping would also allow the neighbors above the park to keep their beautiful views.

The board most appreciates the co-operation and consideration you have given us. We sincerely hope you will consider our needs in organizing your list of parks needing completion.

Sincerely yours,

Ann Kafoury

Ann Kafoury
Chairperson-Hillside Advisory Board

cc Mr. Doug Bridges
Ms. Dorthea Graham
Hillside Advisory Board Members

APPENDIX K-2

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

August 19, 1976

From Tim Nolan

To

Addressed to Levy File

Subject Hillside Community Center

The following are comments and questions regarding our visit to Hillside Center on August 18.

1. The master plan suggested for Hillside Community Center has been developed over several years. However, we need to work a lot closer with Ed Erickson and his staff on the development and implementation of the plans that are available to date.

2. Specifically, the neighborhood and recreation director at the center have indicated a need for the following improvements which ought to be included in a master plan concept and not developed independently. These are:

   a. Tennis courts, possibly covered with courts on top of the covered area.

   b. A landscaped and open area in front of the community center which could be used for multipurpose sports activities, such as baseball, soccer, or picnicking, but would essentially contain no major improvements which would indicate a particular use for that open area.

   c. A storage room adjacent or as part of the existing community center building which could contain equipment that is used during the summer program.

   d. A continuing drainage problem that needs to be addressed, particularly if tennis courts are placed adjacent to the community center building.

3. There has been a need identified also for painting and general maintenance work on the existing building. This is a well constructed and designed structure. It needs to have some money put into it to keep it functioning in a proper manner.

4. We need to be aware of the neighborhood in this particular center probably more than any other neighborhood center because they have contributed time and money for the improvement of the center and they use it actively.

TRN.p

LOWER FLOOR DAYLITE POINT POSSIBILITY EXPLORED

✓ Benno
✓ Ross
✓ Tim

APPENDIX L

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ORIGINAL IN

FILE

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OREGON

BUREAU OF PARKS AND RECREATION
CHARLES JORDAN
COMMISSIONER
BILL OWENS
SUPERINTENDENT

400 S.W. NINTH
PORTLAND, OR 97205
503 248-4315

August 6, 1981

Ken Elliott
Co-President
Northwest District Association
817 NW 23rd Avenue
Portland OR 97210

Dear Mr. Elliott:

Thank you for your letter of July 30, requesting information concerning revenues generated by the I-405 corridor leases.

The Bureau of Facilities Management has the administrative responsibility for the leases and associated revenues. Consequently I am referring your letter to Mr. Allyn Staley, Manager of the Bureau, to give you the most up-to-date information on your questions 1-3.

In answer to question number 4, I recommend the following process:

1. NWDA should identify the project(s) and funding source in the Neighborhood Needs Reports;

2. The Parks Bureau would include the project(s) in its 1982-1987 Capital Improvement Program (CIP);

3. The Parks Bureau would include the project(s) in the appropriate annual budget request; the earliest possible would be 1982-83 to be submitted for budget office review in February 1982, with Council consideration occurring in April.

Sincerely,

William V. Owens

William V. Owens
Superintendent

RECEIVED
DOT DIRECTOR
AUG 10 '81
REFER TO
FOR

cc: Commissioner Jordan
Fred Klaboe
Ron Maynard
NWDA Parks & Recreation Committee
John Sewell
Judy Siegal
Allyn Staley

WVO/RNM/ml

#8050

Northwest District Association

July 30, 1981

Bill Owens, Superintendent
Portland Bureau of Park and Recreation
409 SW 9th Ave.
Portland, Oregon 97205

Dear Mr. Owens:

On March 28, 1981 the Oregon State Attorney General advised the Oregon Department of Transportation that monies collected by the City of Portland from the Highway Division right-of-way under the I-405 freeway could be used for recreational purposes outside the right-of-way in the Northwest neighborhood by agreement of the parties to the lease. Since 1974 this land has been leased by the City to various commercial users.

The Northwest District Association, along with the Bureau of Parks and Recreation, is actively pursuing proposals to use this money for recreational projects and is requesting the following information:

1) How much money has accrued from this city lease agreement to date?

2) In what fund is the money currently being held?

3) At what rate has interest accrued, and what is the total amount?

4) What is the procedure for the Northwest neighborhood to get the funds released for use of recreational purposes?

Sincerely,

Ken Elliott

Ken Elliott
Co-President Northwest District Association

KE/lad

cc: Commissioner Charles Jordan
NWDA Parks and Recreation Committe
Fred Klaboe, Director of the Oregon Dept. of Transportation

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NWDA, the Community Organization for Northwest Portland, Inc.
817 Northwest 23rd Ave. / Portland Oregon 97210

1050

May 18, 1981

Fred Klaboe, Director
Oregon Dept. of Transportation
135 Transportation Building
Salem,Oregon 97310

Copy to LEG

Dear Mr. Klaboe:

The Park and Recreation Committee of the Northwest District Association is very excited with the Attorney General's opinion authorizing us to use the funds derived from the Highway Division right of way for recreation in the NW District.

We wish to express our appreciation to you for meeting with us to discuss the funds and your understanding of the neighborhood concerns with regards to placing recreational facilities under the freeway. Thank you for your efforts on behalf of the Northwest District Association.

Sincerely,
Minnie Francis, Pat Hammond
Mea McGill Ted Meese
Members of the NWDA Park and Recreation Committee

RECEIVED
STATE HWY ENGR
MAY 26 '81
REFER TO
FOR

DAVE FROHNMAYER
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-4400

March 23, 1981

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MAR 24 '81
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. F. B. Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Opinion Request OP-5116

Dear Mr. Klaboe:

This opinion is issued in answer to your question concerning whether authorization by the Highway Division of the Department of Transportation to the City of Portland, to spend income derived from Highway Division right of way leased to the city for recreational facilities outside of highway right of way, would conflict with Article IX, section 3a of the Oregon Constitution. We conclude that this use is provided for by the lease, and since it was a permissible use when the lease was executed before the 1980 amendment to Or Const Art IX, sec 3, there is no conflict.

Ballot Measure 1, submitted to the voters of the State of Oregon and passed on May 20, 1980, amended Art IX, sec 3 and created a new section 3a which eliminated park and recreational uses, except in specific instances not relevant to this opinion, for gasoline or vehicle tax revenue. Rental revenues from property purchased with constitutionally dedicated funds retain their constitutionally dedicated nature and must still be used only for the constitutionally authorized purposes. State ex rel Sprague v. Straub, 240 Or 272, 400 P2d 229, 401 P2d 29 (1965); see 35 Op Atty Gen 70 (1970); 34 Op Atty Gen 464 (1969).

Therefore, after the effective date of the amendment to Art IX, sec 3, under most situations, rental revenues from property purchased with funds dedicated for highway purposes cannot be used for construction or maintenance of any recreational facilities. However, this office has already concluded that there are exceptions for an "existing valid contract which requires the municipality, or the state, to use such funds for

purposes which would not otherwise be allowed after the effective date of this Ballot Measure." 41 Op Atty Gen 18 (1980). There is such a valid existing contract in this instance.

Paragraph 6 of the lease agreement between the state and the City of Portland states:

> "City shall, upon execution of this lease, proceed to sublease portions of the property for private or public purposes in accordance with the uses permitted under this lease. All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree." (Emphasis added.)

Except for the underlined portion of this paragraph there would be no conflict with Art IX, sec 3a, for the reasons stated above. However, since the City of Portland wishes to use these revenues for recreational facilities outside of the highway property leased to the city, the underlined language must be cited as the only authority for such use.

At first reading the underlined portion of the lease agreement seems merely an agreement to agree. It does not require or authorize any particular use of the sublease proceeds, nor does it require the state to agree to a use which the city may propose. No standards are created by the particular language which the state must follow in deciding whether to consent to a proposed use. Since parties may always consent to a change in their agreement, absent an intervening prohibition such as enactment of present Art IX, sec 3a, that paragraph has exactly the same effect as if the underlined words had been omitted.

However, reading the lease agreement as a whole, and considering the circumstances under which the agreement was reached, we conclude that the underlined words should be construed to have effect in accordance with the intention of the parties.

That intent was for the sublease revenues to be used to develop recreational facilities on the property, serving the Northwest Portland area. This is reflected in the following contract recital:

purposes which would not otherwise be allowed after the effective date of this Ballot Measure." 41 Op Atty Gen 18 (1980). There is such a valid existing contract in this instance.

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> "City shall, upon execution of this lease, proceed to sublease portions of the property for private or public purposes in accordance with the uses permitted under this lease. All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree." (Emphasis added.)

Except for the underlined portion of this paragraph there would be no conflict with Art IX, sec 3a, for the reasons stated above. However, since the City of Portland wishes to use these revenues for recreational facilities outside of the highway property leased to the city, the underlined language must be cited as the only authority for such use.

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However, reading the lease agreement as a whole, and considering the circumstances under which the agreement was reached, we conclude that the underlined words should be construed to have effect in accordance with the intention of the parties.

That intent was for the sublease revenues to be used to develop recreational facilities on the property, serving the Northwest Portland area. This is reflected in the following contract recital:

> "The City, with the cooperation of the State . . . has developed a land use proposal on a multiple use basis for the State-owned property under the west approaches to the Fremont Bridge . . . ."

That land use proposal specifically contemplated recreational use, including tennis courts, in order to ameliorate adverse effects which it was feared the bridge approaches would have on the immediate area and Northwest Portland.

It has now become apparent that it would be futile to construct recreational facilities on the leased property because of noise and air pollution problems. The parties are thus left with no means to carry out the contract intention, that is to use sublease proceeds for the recreational benefit of the Northwest Portland area, unless it is permissible to do so off the leased premises.

We accordingly find substantial evidence within the contract and the document referred to in it, that paragraph 6 should be construed to require use of sublease proceeds to improve the leased property for the recreational benefit of Northwest Portland, or, subject to the state's consent, to provide recreational benefits in another manner or at another location for Northwest Portland. The state's agreement or consent cannot be arbitrarily withheld. It was intended to allow the state to assure itself that the proposal would in fact carry out the parties' purposes. Thus if the state believes that recreational facilities can usefully be built on the leased property, it may decline to agree to their location elsewhere. But if it finds that the leased property is an inappropriate location, and the city's proposal would better carry out the original contract intent, it may and should consent.

The proposed use would therefore carry out a contract obligation created before the 1980 amendment to Art IX, sec 3, and the Department of Transportation may consent to it.

Very truly yours,

Dave Frohnmayer
Attorney General

DF:DKH:JAR:tlg

THE CITY OF PORTLAND OREGON

OFFICE OF
CITY ATTORNEY
CHRISTOPHER P. THOMAS
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

November 24, 1980

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Mr. Fred Klaboe
Director of Transportation
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Please Answer

Re: Opinion Interpreting Lease Agreement
Between STate and City of Portland

Dear M. Klaboe:

I am requesting through you an opinion from the Oregon Attorney General's office interpreting a lease agreement between the State and City of Portland. The lease was executed January 30, 1974 and provides for the lease of State-owned property under the West approaches to the Fremont Bridge.

The City has been subleasing this property for parking purposes, in conformance with the lease, and presently desires to use the monies received to construct recreational facilities for the Northwest District neighborhood. Specifically, the City wishes to construct tennis courts in the Northwest District Area, in cooperation with the neighborhood, but not on the leased property due to air and noise pollution problems. The City feels that this proposal is in accordance with paragraph 6 of the lease which provides, in essence, that if the rents received from subleasing the property are not used to operate, maintain or improve the property the parties may agree to other uses for the proceeds. You indicate that it is the opinion of your office that these funds may not be used to construct recreational facilities off the leased property. You state that the reason for this is the 1979 amendment to the Oregon Constitution, Article 9, §3(a), which prohibits the use of gas tax money for recreational facilities.

Investigation into the interpretation of this lease was prompted by the neighborhood. This office disagrees with your interpretation. The rents received from subleasing the property to a private party does not constitute gas tax funds. This is a

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liberal and reasonable interpretation. Under the circumstances, I am asking that you request an Attorney General's opinion for the following questions.

1. Can the rents received from the City's sublease of State-owned property under the West approaches to the Fremont Bridge be used to construct recreational facilities other than under the bridge if the State and City so agree?

2. If the answer to question #1 is not affirmative, can the rental funds accrued prior to the effective date of the constitutional amendment be used for that purpose?

3. If the answer to either of the above questions is affirmative, will you define the geographic area within which the funds may be used to develop recreational facilities.

As you are aware, the present use of the property for vehicle storage is an appropriate use, and it is unreasonable to contemplate building recreational facilities in that area. In light of the Leland Report indicating the area's need for tennis courts, we hope that this matter can be resolved with the best interests of the residents of the area in mind.

Very truly yours,

Robert C. Irelan

RCI:djf
cc: Laurie Wall

Audit Report #98

STATE OF OREGON
Highway Division
External Audit Unit - 378-2878

INTEROFFICE MEMO

FILE: ACC 5-4

DATE: January 5, 1981

TO: Vernon E. Skoog
Controller

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Audit Report
City of Portland
I-405 Sub-leases

RECEIVED DOT DIRECTOR
JAN 9 '81
REFER TO
FOR

RIGHT OF WAY ADMINISTRATION
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JAN 06 1981

Introduction

Since my prior audit of this project in December, 1978, there has been considerable correspondence between City and OSHD culminating in a request from our Mr. Boyd in October, 1980, that we review the project for fiscal years 1979 and 1980.

On December 16, 1980 I met with City Property Management personnel to review their procedures and to verify their fiscal statement. Due to this audit scope and the fact that the project is non-participting in federal funds, the usual report format is not as well suited as this narrative format.

Analysis

City has continued the project operation with no significate change since June, 1978. Our audit file contains copies of the following documentation:

1. City standard format Lease Agreement.
2. List of leased properties in the project area.
3. Record of taxes paid on these projects to County.
4. Financial Management System (FMS) ADP printouts for 1979 receipts & expenditures.

These records are typical and along with complete supporting documentation in City files, which I examined, do confirm all figures reported in the fiscal statement.

Both the analysis and conclusion of the prior audit report continue to be relevant, though I will not repeat them at this point. The recommendation that interest earnings on the net receipts balance be credited to the project is still valid. However, City is correct in its contention that its FMS procedures realisticallly cannot segregate interest income from the General Fund allocable to project earnings. Conversely, City charges no administrative costs to the project, but rather to its Property Management overhead account. These 2 factors may compensate for one another reasonably at about 10% respectively.

cc F.B Klaboe
For your information
Re West Fremont
FB

Conclusion

With 4 years remaining under the agreement between City and State, we find that the procedures and financial statements of the City fairly represent the project status. Mr. Bothman stated his position in January, 1979, as follows: "I am not sure that we want to assume the management of this type of a multiple use area and set that precedent of managing facilities which are directly related to City responsibilities, i.e. the land use and neighborhoods. My policy is to push as much of that effort to the local jurisdictions, whatever the case might be, and refrain from imposing state influence." To date the development of the project area as provided in Phase II of the agreement has not gone forward, nor has the state received maximum benefit from the project revenues.

I recommend no action at this time, with a continuation of present activities by both parties for perhaps the remaining contract period. By 1984, however, before extending it for another 10 years, we should re-state our basic premises to fix fuller responsibility with either the City or the State. The political considerations involved therein lie beyond the scope of an audit.

APPROVED

V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:cw

cc: J. B. Boyd
R. N. Bothman

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NOTED
F. B. KLABOE

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Park and Recreation Committee of the
Northwest District Association
817 N.W. 23rd
Portland, Oregon 97210

October 8, 1980

Mr. Fred Klaboe, Director of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Park and Recreation Committee of the Northwest District has been researching use of the I-405 multiple use funds for recreation purposes within the neighborhood and has been meeting semi-monthly for five months. This committee is composed of neighborhood volunteers who are interested in improving parks and recreation potential for our area. It is our understanding that funds derived from leasing properties below the I-405 freeway ramps are currently available for recreation purposes in our neighborhood. Attachments to this letter as itemized below, describe the intent of the NWDA Recreation Committee, and our procedure thus far for implementation of the multiple use program. The first two paragraphs of attachment #2 describe further details about the committee's intentions.

The NWDA Recreation Committee and the Park Bureau tried to schedule a meeting with Mr. J.B. Boyd to discuss the matter. A meeting was originally scheduled for 9/24/80 as indicated in the last two attachments. Mr. Boyd declined to attend that meeting one day prior, and suggested that he could attend a meeting on 9/25. Five committee members had already left their jobs when Mr. Boyd cancelled this meeting. He phoned the Park Bureau on 9/25 at 3:40 p.m. to cancel the 4:00 p.m. meeting.

We would like to meet with you at your earliest convenience to discuss the use of the funds. Please call Laurie Wall, Park Bureau Planner at 248-4526 to schedule a meeting time. She can then notify the committee and provide for a conference room at the Portland Park Bureau.

Sincerely,

Peggy D. Hammond
Dennis K. Franklin
William I. Gillmore
Steve L. Wagner
George H. Wells
Walter B. Cook Jr.

The Northwest District Recreation Committee

SW
Attachments:
1. 9/15/80 Letter to Bill Owens, Park Bureau Superintendent, from J.B. Boyd with attachments;
3/27/73 PPM 90-5
6/19/74 memo to Green from Schroeder.

2. 9/9/80 Letter to J.B. Boyd from Bill Owens with attachment; 8/22/80 memo to Laurie Wall, Park Bureau Planner from Robert Irelan, Deputy City Attorney.

3. 8/6/80 Letter to Laurie Wall from J.B. Boyd with attachment; 8/5/80 memo to J.B. Boyd from Milner Mead.

4. 7/24/80 Letter to Milner Mead from Laurie Wall.

5. 6/30/80 Letter to Milner Mead from Laurie Wall.

6. 1/30/80 State/City lease for subject property.

7. 6/79 "Recreation Program for the Northwest District, Portland, Oregon"

cc: Commissioner Schwab
J.B. Boyd
Bob Bothman
Bill Owens
Milner Mead
Bob Irelan
Laurie Wall

pc/ccf

ROW 12

RECEIVED
SEP 19 1980
PORTLAND PARKS AND RECREATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 15, 1980

In Reply Refer to File No.:

Bill Owens
Acting Superintendent
Portland Park Bureau
409 S.W. Ninth Avenue
Portland, Oregon 97205

RE: File 36134
Fremont Interchange-Sunset
Interchange Section
Stadium Freeway
Multnomah County

Dear Mr. Owens:

I appreciate your position enumerated in your letter of September 9, 1980, and can well understand the program as you envision it. The problem, however, is as I indicated to Ms. Laurie Wall in my letter of August 6, that the agreement and its tenets must be adhered to. The inter-office memorandum from Mr. Robert C. Irelan, is not in accordance with our responsibilities and was only permissive at the time that the agreement was written. We have discussed this with Mr. Jack Sollis, Assistant Attorney General and Chief Counsel for the Department of Transportation, and he is in complete agreement with my letter of August 6, indicating that we are not able nor interested in revising the terms of our present agreement. I think that the alternatives that are open to us are as follows:

1. Use the rent revenue to develop the property as required by the lease.

2. Return properties to the State and cancel the lease.

3. Pay the accumulated rent revenue to the State, and we will determine what kind of a program is possible and execute it.

I would be willing to attend your meeting of Wednesday, September 24, 1980, if the above alternatives were being discussed, but I see nothing productive about my attending. The meeting as your program is envisioned is beyond what is possible.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh
cc: R. N. Bothman

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

400 S.W. NINTH AVENUE
PORTLAND, OREGON 97205

September 9, 1980

Mr. J.B. Boyd, Right of Way Manager
Department of Transportation, Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Boyd:

Thank you for your letter to Laurie Wall, Parks Planner, concerning multiple use of the right-of-way under the west end of the Fremont Bridge. Currently these properties are leased by the City under agreement with the State which has produced a significant amount of revenue available for development of recreational facilities.

Use of these funds is of prime concern to the Northwest District Association Recreation Committee. This committee is actively pursuing recreation opportunities in the neighborhood (the most dense residential population in the Pacific Northwest and park deficient by Park Bureau definition). Legal interpretation of an item in the lease between the City and the State was requested from the City Attorney's office. It is described in the attached memo and indicates that locating facilities other than under the freeway is possible. The Committee after lengthy study has adopted a "Recreation Program for the Northwest District" (Leland Economic Consultants) which was officially received by the City Council.

The Committee is actively seeking opportunities to implement its objectives, and the use of the generated funds is of prime concern.

Laurie Wall, Project Manager for utilization of funding derived from the highway multi-purpose program, has been working with the Recreation Committee for the last three months. The finding of the Committee, detailed below, has caused them to focus attention on the lease agreement between the City and the State. The attached memo is an opinion from the city attorney. It indicates that the lease was drawn with a view to allow these funds to be used for facilities other than under the freeway. The Committee has made the following findings:

1) Recreational facilities, particularly tennis courts, are one of the first priority recommendations of the Leland report (Northwest Portland has only one tennis court).

2) Locations under the freeway are inappropriate for outdoor tennis courts.

Seattle and Eugene have built tennis courts under freeway ramps; however, according to their Park Bureau staff, the tennis courts are rarely used.

due to air and noise pollution caused by overhead traffic. Furthermore, local businesses and Portland Development Commission report that recreational facilities and small landscaped areas under the Fremont Bridge's west approaches are used only occasionally.

3) The $150,000 accumulated to date is not an adequate amount for construction of indoor tennis courts. According to architectural consultants for tennis court facilities, Richard Gessford and Associates, indoor tennis court facilities are not cost-effective unless at least four tennis courts are contained in one building. The size of the blocks under the freeway would allow for only two courts per block (i.e. two courts per building). Even if space was available, such a facility would cost approximately $600,000. The subject funds are accumulated at a rate of $30,000 per year.

4) An appropriate method for utilization of funds should be employed as soon as possible, due to the urgent need for recreation facilities in the neighborhood. In short, locating indoor tennis courts under the Fremont Bridge would not be cost effective.

Attached to your letter a memo from Mr. Mead (8/5/80) cites in the third paragraph that the purpose of the multiple use project is to make a positive contribution toward enhancing the highway environment. He has indicated, the location of the facilities should be in the freeway corridor. The Committee understands these goals and does not see the benefit of replacing a functioning economically viable parking and storage facility with under utilized and excessively expensive tennis facilities. Neither will unused recreational facilities "reverse effects from recently completed freeway construction" as the intended effect that this memo indicates the State communicated to the F.H.A. in 6/74.

The Northwest District Association Recreation Committee, Laurie Wall, and I plan to meet on Wednesday September 24, 1980 at 11:00 a.m. in the Mayor's conference room #321, City Hall to discuss this issue. We appreciate your attention to this matter and invite you to attend.

Sincerely,

Bill Owens
Acting Superintendent
Portland Park Bureau

BO/LW/sw
Attachment

cc: F.B. Klaboe
H.S. Coulter
E.S. Hunter
R.N. Bothman
J.L. Sollis
L.C. Grothaus
V.E. Skoog
Milner Mead

ac/ccf ✓

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THE CITY OF PORTLAND OREGON

August 22, 1980

INTEROFFICE MEMORANDUM

OFFICE OF
CITY ATTORNEY
CHRISTOPHER P. THOMAS
CITY ATTORNEY
1220 S.W. FIFTH AVE.
PORTLAND, OR 97204
503/248 4047

TO: Laurie Wall, Park Bureau Planner

FROM: Robert C. Irelan, Deputy City Attorney

RE: Lease Agreement for I-405 Property

You have asked for the interpretation of a particular paragraph of a lease agreement between the State of Oregon and the City whereby real property located under the Fremont Bridge owned by the State is leased to the City. The paragraph in question is No. 6 which reads in part:

> "All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree."

You have inquired as to whether this clause permits the rents received by the City from subleasing the property to be used for purposes other than those which may benefit the Northwest District.

It is our opinion that the language "for such other uses" permits the revenues received from subleasing to be used for purposes other than those which may benefit the Northwest District so long as the City and the State can mutually agree as to that use.

RCI:ma

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

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In Reply Refer to File No.

August 6, 1980

Laurie Wall
Park Planner
Bureau of Parks &
Public Recreation
1107 S.W. Fourth Avenue
Portland, Oregon 97204

RE: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

Dear Ms. Wall:

Mr. Milner Mead has indicated to me several conversations regarding the multiple use of right-of-way project under the west end of the Fremont Bridge. I am including as a courtesy, Mr. Mead's report to me, for your information.

It is the position of the Highway Division that the tenets of the agreement must be adhered to. The air space utilization is a direct function of the Highway Division. The multiple use project financed by the Interstate Program on this project was accomplished through the agreements that have been mentioned. The last constitutional amendment to the Constitution of the State of Oregon precluded as a general rule, this type of project in the future, and does not allow for any modification of this agreement.

We respect your questions and hopefully this letter will provide adequate answers. I am including a copy of a letter to Earl Bradfish, Director, Office of General Services, regarding accounting procedures.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh
enc.
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
J. L. Sollis
L. C. Grothaus
V. E. Skoog
Earl Bradfish

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

DATE: August 5, 1980

TO: J. B. Boyd
Right of Way Manager

FROM: Milner M. Mead
Property Supervisor

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Parks Planning & Dev.

SUBJECT: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

Pursuant to receiving the letter of June 30, 1980 from Laurie A. Wall, City of Portland, and subsequent telephone conversations with her, I have researched applicable Federal Regulations as they would pertain to the multiple use of right-of-way provided in the State's January 30, 1974, lease agreement with the City.

I found no provisions which would indicate initial Federal approval could ever have been secured for any improvements to be located outside of the freeway corridor. While Federal approval of the expenditure of revenues derived by the City from this lease is not the immediate issue, their earlier approval of and participation in the multiple use project for the West Fremont Bridge area would imply that we (the City and the State) should use any revenues from the project in accordance with the purpose and intent of the applicable Federal procedures.

Note, for instance, in Volume 7, Chapter 7, Section 8 (PPM 90-5) of the Federal-Aid Highway Program Manual (copy attached), that the purpose stated in Paragraph 1.b. relates to making "a positive contribution toward enhancement of the environment through which (highways) pass..."

Paragraph 1.c. talks of "making maximum utilization of the highway rights-of-way..." Throughout these procedures, references are made to use of the right-of-way, aesthetics, and making the highway conform to its environment. The lease agreement itself, in Recital 2, refers to "a land use proposal on a multiple use basis for the State-owned property under the west approaches to the Fremont Bridge."

Note in the attached copy of the State's June 19, 1974 transmittal to the Federal Highway Administration, pursuant to Paragraph 7.b. of the procedures, that we defined the project area as being "under the west approaches to the Fremont Bridge..." Further, that "Revenue derived by the City must, under the agreement, be used for operating, maintaining and developing the properties (described in the agreement) in such a way as to benefit the northwest district of the City."

Contains Recycled Materials

Purpose of the project was identified in the June 19, 1974 transmittal to FHWA as providing "some measure of visual amenity and open space (in the project area.)" On page 4, it says that "revenues derived from use of the parking and storage facility will be spent solely for the control, maintenance, and further development of the (project) area." In the Discussion of Environmental Impacts, it is further stated that "The project will be confined entirely within the existing right-of-way so that any effects on the surrounding environment will merely modify or will reverse effects resulting from recently completed freeway construction" (emphasis added.)

It appears that there is no alternative but to expect the expenditures of all City revenues derived from the State's January 30, 1974 lease to the City to be used as stated in Item No. 6, page 2, of that lease. The clause the City questions, "or for such other uses as the parties may mutually agree," has been interpreted to apply only to such other uses of the property, as the property was defined in Recital 2 of the lease.

As to the City's second question, renewal of the agreement for an additional ten years, there appears to be no doubt but that renewal will be automatic as long as the terms, conditions and purposes will have been met. To assure that all the conditions are being fulfilled, we should request that the City provide to the State periodic summary reports of income, expenses, and accummulated reserves.

By subsequent letter dated July 24, 1980, the City requested a written reply, together with a copy of the "Federal document providing for this type of program." The foregoing is submitted for your consideration and reply to the City.

MMM:jh
attach.

THE CITY OF PORTLAND OREGON

DEPARTMENT OF PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

1120 S.W. FOURTH AVE.
PORTLAND, OR 97204
503/248-3800

July 24, 1980

Mr. Milner Mead
Property Management
State Transportation Building
Salem, Oregon 97310

Dear Mr. Mead:

You'll recall a letter from me dated 6/30/80 and subsequent phone calls regarding the I-405 freeway properties. I requested information concerning clarification of item number 6 of the lease agreement between the city and the state, and a description of the duration clause of the lease. I appreciate your research and verbal reply to these questions. In order to document and better understand the intent of the I-405 property circumstances, a written statement including this information and a copy of the federal document providing for this type of program is requested.

As you know, the Northwest District Association Recreation Committee is pursuing this subject, and background information that you can supply would be most helpful.

Sincerely,

Laurie Wall

Laurie Wall
Park Planner

LW.sw
pc/ccf

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

400 S.W. NINTH AVENUE
PORTLAND, OREGON 97205

June 30, 1980

Mr. Milner M. Mead
Property Management
State Transportation Building
Salem, Oregon 97310

Dear Mr. Mead:

A lease agreement, copy attached, between the City and the State describes the conditions for which the I-405 Freeway properties can be used. As you'll recall from our recent phone conversation, I would like to have two issues clarified. The Northwest District Association Recreation Committee has requested use of the funds from the City's sub-leases for construction of recreation facilities. The properties for which the lease describes may not be the most desirable location for recreational facilities and the Recreation Committee may want to use the funds at another location within the neighborhood. This method would allow for the continuance of money accumulation since no subleasees would be displaced.

Item number 6 on page two of the lease indicates that the rents received by the City may be used "for such other uses as the parties may mutually agree." We understand this to mean that the funds from the rents can be used at another location that is agreed upon by all three parties for recreation purposes. Please obtain legal opinion for clarification on this portion of the lease.

Secondly, the terms of the lease describe that the duration of the agreement is for 10 years, to terminate on January 30, 1984 (item number one, page one). Is there any doubt that the same agreement will not be renewed for another ten years?

Thank you for your attention to this matter. I'll call you on Thursday for a verbal reply and would appreciate a written response subsequently.

Sincerely,

Laurie A. Wall

Laurie A. Wall
Park Planner

LW:lw

Attachment

cc: Joan Cassidy

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

POLICY AND PROCEDURE MEMORANDUM

Transmittal 290

90-5

March 27, 1973

JOINT DEVELOPMENT OF HIGHWAY CORRIDORS AND MULTIPLE USE OF ROADWAY PROPERTIES

Par.
1. Purpose
2. Authority
3. Definitions
4. Joint Development Reconnaissance
5. Joint Development Planning and Implementation of the Corridor Joint Development Plan Associated with a Federal-aid Project
6. Public Hearings
7. Procedural Requirements
8. Participation

1. PURPOSE

a. To describe the procedures to be followed in joint development planning activities related to new facilities on the Federal-aid systems within urbanized areas, and policies for Federal participation in the costs of such planning and of the implementation of the resulting joint development plan.

b. In executing the Federal-aid highway program one important objective is that to the extent possible and practicable highways, in addition to their basic purpose of fulfilling the important goal of improved transportation, should make a positive contribution toward enhancement of the environment through which they pass and assist communities in attainment of their stated goals and objectives.

c. Section 128, Title 23, United States Code, as amended, is a clear indication that highway planning can be used in the accomplishment of this purpose. In implementing this policy every encouragement should be given to making maximum utilization of the highway rights-of-way for both public and private development, provided there is no impairment to the full use and safety of the highway. To take full advantage of this policy and to attain the greatest benefit for the community, highway departments should encourage the greatest possible participation of local government agencies and the private sector. In many instances financial participation by other agencies of government or the private sector will be necessary.

2. AUTHORITY

a. United States Code, Title 23, Sections 109, 128, 134, 315.

b. Code of Federal Regulations, Title 23, Section 1.32, Policies, Procedures, Orders and Memorandums.

3. DEFINITIONS

a. The term "joint development" or "joint development project" means the set of actions taken in concert by a State highway department, other government agencies, private organizations, and individuals to prepare for and construct a new highway including those activities to develop, redevelop or adjust the land uses and local network of services affected by the new highway.

b. The term "joint development reconnaissance" means an activity during a highway location study which identifies, for each of the locations under study, the activities which should accompany highway department activities concerned with the new facility, and those development activities which probably could be coordinated with highway department processes to produce a cohesive and compatible relationship between the new highway and the communities it serves.

c. The term "joint development planning" means a survey or study jointly sponsored by the local governments, and participated in by the State highway department and others as may be required to: (1) describe the social and economic patterns, including utilities and community facilities providing service to the people of the area, which will be affected by the new highway facility; (2) analyze and evaluate these effects and develop recommendations concerning the desired patterns of land use and local services compatible and consistent with the proposed highway facility and other goals and objectives of the affected communities; and (3) create a financial plan and schedule of actions to be taken by the various entities involved to develop the desired patterns.

d. The term "corridor joint development plan" or "joint development plan" means the officially adopted end product of the joint development planning process. It, thus, includes a complete description of the desired pattern of land uses (including the highway improvement) and the network of local services, associated with a schedule of actions and fundings for which each of the involved entities are responsible.

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e. The term "highway joint development corridor" or "highway corridor" means the general path of a proposed highway including the zone affected by the highway facility on a particular route location or the associated joint development activities. It thus bears a slightly different meaning than the more technical one intended in transportation planning.

f. The term "State highway department" refers either to the State agency concerned with Federal-aid highways or such agencies as it may designate to manage a particular project.

4. JOINT DEVELOPMENT RECONNAISSANCE

a. Section 109, Title 23, United States Code, requires that the Secretary of Transportation "shall not approve plans and specifications for proposed projects on any Federal-aid system if they fail to provide for a facility (1) that will adequately meet the existing and probably future traffic needs and conditions in a manner conducive to safety, durability, and economy of maintenance; (2) that will be designed and constructed in accordance with standards best suited to accomplish the foregoing objectives and to conform to the particular needs of each locality."

b. In addition, 23 U.S.C. 128(a), as amended, reads as follows:

"Any State highway department which submits plans for a Federal-aid highway project involving the bypassing of, or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Secretary that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic and social effects of such a location, its impact upon the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community."

The underscoring has been added for emphasis.

c. Joint development reconnaissance is a new tool wholly consistent with the requirements of 23 U.S.C. 109 and will provide the additional information necessary in the consideration called for by 23 U.S.C. 128(a), as amended. It will also further implement our long stated policy objective that the highway program, while providing increased mobility through new or improved facilities, should also to the maximum extent possible assist communities in the attainment of their other stated goals and objectives.

d. The purpose of joint development reconnaissance is threefold. First, it should serve to relate the proposed highway to other plans, programs and goals of the affected jurisdictions. Secondly, it should highlight the opportunities for cooperation and collaboration between the State highway department, and other public or private agencies in carrying out the development of the highway corridor as a coordinated public work. Finally, it should give a more explicit framework for the discussion of alternative route locations in relation to the locality's stated goals and objectives.

e. Joint development reconnaissance, therefore, is primarily oriented to the selection of a specific location for a proposed highway. A reconnaissance study is authorized and should be undertaken for those Federal-aid projects where the State highway department has been officially requested to undertake such work by an affected municipality or by the Federal Highway Administration (FHWA). Joint development reconnaissance is also authorized to be undertaken for other projects at the option of the highway department. It is expected that reconnaissance work will be performed concurrent with route location studies, and will be concluded in time for presentation to the public along with other results of the route location studies.

f. The joint development reconnaissance work should be done cooperatively with local governments and other recognized planning and resource organizations and groups representing the people of the affected areas. Wherever possible, these activities should utilize the existing cooperative arrangements established for the urban transportation planning process which is required by 23 U.S.C. 134. However, the exact form of organization used and the list of participants in the reconnaissance process should reflect local conditions, as the primary concerns considered in reconnaissance are local ones, not regional in nature.

g. Joint development reconnaissance work should be utilized as necessary for alternative route locations to provide:

(1) A collection and analysis of basic data describing the land uses, and broad characteristics of the jurisdictions, and their constituent neighborhoods, potentially affected by a highway.

(2) Description of the primary economic and social patterns, the local transportation and utility networks, and other services which would be interrupted by a highway.

(3) A listing of those actions needed to adjust and restore those interrupted patterns to an acceptable level, with a recommended assignment of responsibilities.

(4) A description of the development pressures apt to occur within the corridor following construction of a new highway facility, and their relationship to the locality's goals and objectives.

(5) An analysis suggesting how the plans and programs of local private groups and political jurisdictions might be beneficially combined with highway department activities to produce the desired development of the highway corridor.

h. Particular attention should be paid to the policies defining the land uses and types of development intended for the highway corridor. Typically, the improved accessibility provided by the new highway and the immediate environmental impact of the facility and its traffic combine to produce change in the value of adjacent land. At times, significant shifts in land uses occur, with detrimental effects on the locality, and impairment of the highway facility and its interchanges. The reconnaissance process should highlight the likelihood of varying degrees of change, and the opportunity to use local powers and resources to deliberately shape land uses in the corridor to accomplish local objectives. Such local programs as urban renewal, streets, sewers, water, other community services, and zoning should be examined to see if their powers or funding might be profitably aligned with State highway department actions to produce compatible corridor development consistent with local plans and objectives. The reconnaissance should indicate the desired development goals and suggested means to reach them for each of the alternative locations.

i. Joint development reconnaissance, as defined in paragraph 3 of this memorandum, is an integral part of route location studies and the costs thereof are eligible for Federal-aid reimbursement as part of preliminary engineering.

5. JOINT DEVELOPMENT PLANNING AND IMPLEMENTATION OF THE CORRIDOR JOINT DEVELOPMENT PLAN ASSOCIATED WITH A FEDERAL-AID PROJECT

a. Following route selection and approval, local jurisdictions should assume responsibility for preparation of a detailed corridor joint development plan. Joint development planning, when undertaken, would continue the relevant reconnaissance studies in greater detail, include additional studies as required, and conclude with official acceptance of the joint development plan by the local jurisdiction's governing body. The highway department is encouraged to participate fully in the process imaginatively using the available tools in the highway program to achieve compatibility between the highway and other corridor activities. Particularly important is the need to carry out highway design and construction activities in harmony with the joint development plan.

b. Federal-aid participation in the joint development planning process and the plan's implementation is allowable as a Federal-aid highway project cost as follows:

(1) Participation in the Planning Activities. Federal-aid funds may participate in expense related to joint development planning as defined in paragraph 3 of this memorandum to the extent that the information developed may be needed in making decisions concerning corridor developments related to the highway and in the design of the highway facility itself.

(2) Design of the Highway Facility.

(a) The primary structural element of a corridor development plan is necessarily the highway itself. Thus, corridor planning and highway design activities should be regarded as a single effort with the goal of having the total joint development plan make maximum contribution to the well-being of people in the corridor. The highway should, as part of the corridor plan, be so located and designed as to allow full benefits to be derived from the combined activities of all entities involved in the plan. There are a number of design variations which can be used to aid in the implementation of the corridor planning objectives. Many of these were examined in "The Freeway in the City," and are endorsed by FHWA.

(b) Such design features may be approved as part of normal PS&E approval upon a showing that the combined contribution to the objectives of the approved corridor plan or the social and economic benefits to the users of the roadway and the other components of the plan, justify the expenditure.

(c) Such design features as architectural treatment of highway components, use of extension of structure in place of embankment, adjustment of interchange ramp patterns to increase the usability of enclosed or adjacent lands, and provision of independent alignment for the roadway can be approved in that review. Major choices of the roadway configuration

such as a shift from a conventional design on grade or viaduct to a depressed section or one of substantial elevation above ground level should be referred to the Office of Environmental Policy, Environmental Development Division.

(3) Development of Properties Acquired for the Highway. There are a number of ways in which rights-of-way can be used to serve the objectives of the approved joint development plan. Paragraphs 7 and 8 of this PPM outline allowable expenditures to provide for a variety of multiple uses of right-of-way properties. Through these means and others the corridor plan and its highway design should attempt to make full use of the right-of-way properties over, under and about the roadway itself and to integrate such use with the other aspects of the corridor development. These planned facilities and uses must conform to the rules established in PPM 80-10 to assure that there is no impairment to the construction, operations or maintenance of the highway facility which would affect its integrity or endanger the traveling public.

(4) Provision of Platforms for Utilization of Airspaces Above the Highway. The utilization of freeway airspaces should be encouraged within the highway corridor development plan. Federal-aid funds may participate in the highway-related costs of construction of platforms in the airspace above a highway when: (a) the use of such space is an integral part of the total corridor joint development and can be generally supported on the basis of the intensity of the land use in the corridor, (b) the public use or tax benefits to the locality, or the advantages to the highway program of the selected route location over alternative locations; and (c) the proposed facility complies with the rules established in PPM 80-10 to protect the highway and its users. The use of Federal-aid highway funds may be justified when further participation in the costs of providing a platform is required to allow action by another entity in implementation of the corridor plan, and it is the Federal Highway Administrator's finding (a) that the proposed joint development project is necessary to conform the highway to the particular needs of the locality; or (b) that a joint development project is the most reasonable means of minimizing the impact of the highway upon the environment.

6. PUBLIC HEARINGS

The material developed under Joint Development Reconnaissance activities or Joint Development Planning for a highway corridor should be presented in public hearings as appropriate and as provided for in PPM 20-8, "Public Hearings and Location Approval." It is also recommended that the State highway department correlate its presentations with those made by local jurisdictions as may be required by the laws of the locality for their parts in a corridor plan.

7. PROCEDURAL REQUIREMENTS

These requirements apply to all multiple uses of highway rights-of-way, regardless of the extent of Federal-aid highway fund participation in the multiple use.

a. Proposals for multiple use shall be in the public interest as determined by the local governing body and the State highway department. Such use must be in conformance with an officially approved comprehensive land use plan for an area within which the proposed multiple use is an integral part.

b. Proposals for multiple use shall include documentation of the extent to which environmental factors affected by the proposed use have been considered.

c. Any multiple use of the highway right-of-way will require the execution of an agreement between the using party and the State highway department, and approval of the FHWA. If subsequently such usage can be changed for other purposes, the condition under which such usage will be permitted is also subject to the provisions of this PPM. Where conveyance documents are used, such documents shall include restrictive covenants which describe or otherwise limit the type of development and make the plans for development subject to the joint approval of the State highway department and local governing body.

d. Maintenance and policing of multiple use facilities included within Federal-aid projects will be considered in the same category as maintenance of all the other project features, and the State highway department's responsibility for maintenance will be extended to cover all such items. However, the State highway department may make contractual arrangements with the local unit of government or the sponsor of the multiple use to maintain and police facilities constructed under the provisions of this memorandum or to share this responsibility.

8. PARTICIPATION

a. Feasibility Studies. Feasibility studies may be undertaken to evaluate and develop recommendations concerning the optimum joint development and multiple usages of land involving the highway right-of-way. These studies

are considered as preliminary engineering and may be financed accordingly.

b. Right-of-Way. PPM 80-1 authorizes the acquisition of whole parcels or portions of the remainders to a logical barrier or boundary, such as a street, under the conditions stated therein. The areas thus acquired which are not specifically required for the safety, maintenance and operation of the highway may be devoted to either public or private uses.

c. Construction

(1) It is considered appropriate to use Federal highway funds in the financing of the following types of work in the achievement of such objectives subject to the conditions which are subsequently discussed herein on the premise that work needed to make the highway conform to its environment in a reasonable manner is a part of the basic highway cost.

(2) The items described by the following numbered paragraphs (a) through (d) inclusive may be approved by the Regional Federal Highway Administrator or by the Division Engineer upon redelegation of the necessary authority. The item described in numbered paragraph (e) should be referred to the FHWA for prior review and concurrence.

(a) The construction of mini-parks, including minimum facilities such as walks or other paved areas, benches, sandboxes and the like, where this type of facility can be provided on right-of-way parcel remnants or other portions of right-of-way acquired for highway purposes but which may not be needed for operational purposes.

(b) Site preparation for recreational facilities, such as basketball or handball courts, play areas, tennis courts, etc. Site preparations may include the necessary grading and drainage facilities and, where necessary because of safety or aesthetics, the provision of minimum hard surfacing, lighting, fencing and landscaping on land areas of the type described in paragraph 8c(2)(a).

(c) Lighting, fencing, curbing, landscaping, false ceilings and a minimum type of hard surfacing on areas under a viaduct when safety or aesthetic considerations are involved and to prevent the area from becoming a public nuisance.

(d) Increased span length for structures or modifications or variation of structures or highway cross section where such would promote and encourage desirable public and/or private uses of land areas beneath, over, and adjacent to the highway.

(e) The use of structure instead of embankment where the same would be more conducive to development of the land space beneath the structure, improve local traffic circulation, provide for better public services, or be more aesthetically pleasing.

d. Requirements. The following conditions shall be met prior to the approval of the financing of any work described above with Federal highway funds.

(1) The work proposed must be part of a comprehensive plan approved by the Division Engineer for a substantial section of the route on which the project is located. This plan must be developed by the State in cooperation with the responsible interested local or other agencies of government. A comprehensive plan developed in accordance with the provisions of this PPM is desirable.

(2) All facilities constructed with Federal funds must be located on the highway right-of-way.

R. R. Bartelsmeyer

R. R. Bartelsmeyer
Acting Federal Highway Administrator

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213

FILE:

September 16, 1974

RECEIVED
STATE HWY ENGR
SEP 17 '74
REFER TO
FOR
Info | Leaves | Inv/D | D/R | Sign | Act | File

FROM: R. N. BOTHMAN
Metropolitan Engineer

TO: FRED KLABOE
State Highway Engineer

SUBJECT: WEST FREMONT & EAST FREMONT MULTIPLE USE PROJECTS

The initial work on a multiple use project for the West Fremont was finalized in a report dated in 1969. The next four years were spent in working out agreements between the State, the City, and PDC for operations of a multiple use area.

A contract was let last month under direction of the Highway Division for construction of the West Fremont Multiple Use Project. This project provides for use of approximately 50% for walks, bicycle landscaping and public areas.

Because of the complexities of working with the City, PDC, and persons to lease the property, work has not started on the East Fremont pending completion of the West Fremont. I plan to initiate an agreement and proceed with development of the property under the East Fremont Interchange this fall.

We do have some rather "grandiose" ideas for the West Fremont, which visualizes a stage construction of public use facilities including indoor tennis cours, utilizing the income from the property which is excess to the operating cost.

I plan to initiate a program under the East Fremont similar to the West Fremont, although we have considerably different terrain and circumstances at that location. We do have several potential lessees for the properties including the Portland school board.

I should point out that Portland noise levels are high at both of these locations and the use as a park area would be definitely questionable. As an example we learned in our earlier reports on the West Fremont that outdoor tennis would not be possible due to the noise levels and the fact that "tennis players apparently need to hear the ball bounce."

Actually, my experience under the West Fremont indicates you can't clearly hear persons talking to you at more than about five to ten feet due to the noise levels.

In summary, we are well under way developing areas under both these bridge interchanges which will provide some land for park-like use. The project under the West Fremont should be completed next summer.

pq

PORTLAND, OREGON 97210

Telephone: (Day or Night) 227-6694 • Mobile: YL8-6300

August 19,1974

Dear Ron,

A proposal for two new state parks: Fremont East and Fremont West.

These to be located under the approaches to the Fremont Bridge and to be low budget tennis courts etc. Even badminton or table tennis.

The land is there,the overhead is waterproofed,parking is ample.

Particularily on the west side there are no nearby recreational facilities.

Anyone interested in furthering?

HUGH S. ACKROYD.

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STATE HWY ENGR
SEP 4 '74
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FOR

*8050

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September 15, 1980

Bill Owens
Acting Superintendent
Portland Park Bureau
409 S.W. Ninth Avenue
Portland, Oregon 97205

RE: File 36134
Fremont Interchange-Sunset
Interchange Section
Stadium Freeway
Multnomah County

Dear Mr. Owens:

I appreciate your position enumerated in your letter of September 9, 1980, and can well understand the program as you envision it. The problem, however, is as I indicated to Ms. Laurie Wall in my letter of August 6, that the agreement and its tenets must be adhered to. The inter-office memorandum from Mr. Robert C. Irelan, is not in accordance with our responsibilities and was only permissive at the time that the agreement was written. We have discussed this with Mr. Jack Sollis, Assistant Attorney General and Chief Counsel for the Department of Transportation, and he is in complete agreement with my letter of August 6, indicating that we are not able nor interested in revising the terms of our present agreement. I think that the alternatives that are open to us are as follows:

1. Use the rent revenue to develop the property as required by the lease.

2. Return properties to the State and cancel the lease.

3. Pay the accumulated rent revenue to the State, and we will determine what kind of a program is possible and execute it.

I would be willing to attend your meeting of Wednesday, September 24, 1980, if the above alternatives were being discussed, but I see nothing productive about my attending. The meeting as your program is envisioned is beyond what is possible.

Very truly yours,

J. B. Boyd
Right of Way Manager

RECEIVED
DOT DIRECTOR
SEP 18 '80
REFER TO
FOR
Info | Issue | B/O | D/R | Sign | Act | File

JBB:jh
cc: R. N. Bothman
bc: P. B. Klaboe E. S. Hunter L. C. Grothaus V. E. Skoog
H. S. Coulter J. L. Sollis Milner Mead

-48050

L.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

400 S.W. NINTH AVENUE
PORTLAND, OREGON 97205

September 9, 1980

Mr. J.B. Boyd, Right of Way Manager
Department of Transportation, Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Boyd:

Thank you for your letter to Laurie Wall, Parks Planner, concerning multiple use of the right-of-way under the west end of the Fremont Bridge. Currently these properties are leased by the City under agreement with the State which has produced a significant amount of revenue available for development of recreational facilities.

Use of these funds is of prime concern to the Northwest District Association Recreation Committee. This committee is actively pursuing recreation opportunities in the neighborhood (the most dense residential population in the Pacific Northwest and park deficient by Park Bureau definition). Legal interpretation of an item in the lease between the City and the State was requested from the City Attorney's office. It is described in the attached memo and indicates that locating facilities other than under the freeway is possible. The Committee after lengthy study has adopted a "Recreation Program for the Northwest District" (Leland Economic Consultants) which was officially received by the City Council.

The Committee is actively seeking opportunities to implement its objectives, and the use of the generated funds is of prime concern.

Laurie Wall, Project Manager for utilization of funding derived from the highway multi-purpose program, has been working with the Recreation Committee for the last three months. The finding of the Committee, detailed below, has caused them to focus attention on the lease agreement between the City and the State. The attached memo is an opinion from the city attorney. It indicates that the lease was drawn with a view to allow these funds to be used for facilities other than under the freeway. The Committee has made the following findings:

1) Recreational facilities, particularly tennis courts, are one of the first priority recommendations of the Leland report (Northwest Portland has only one tennis court).

2) Locations under the freeway are inappropriate for outdoor tennis courts.

Seattle and Eugene have built tennis courts under freeway ramps; however, according to their Park Bureau staff, the tennis courts are rarely used.

due to air and noise pollution caused by overhead traffic. Furthermore, local businesses and Portland Development Commission report that recreational facilities and small landscaped areas under the Fremont Bridge's west approaches are used only occasionally.

3) The $150,000 accumulated to date is not an adequate amount for construction of indoor tennis courts. According to architectural consultants for tennis court facilities, Richard Gessford and Associates, indoor tennis court facilities are not cost-effective unless at least four tennis courts are contained in one building. The size of the blocks under the freeway would allow for only two courts per block (i.e. two courts per building). Even if space was available, such a facility would cost approximately $600,000. The subject funds are accumulated at a rate of $30,000 per year.

4) An appropriate method for utilization of funds should be employed as soon as possible, due to the urgent need for recreation facilities in the neighborhood. In short, locating indoor tennis courts under the Fremont Bridge would not be cost effective.

Attached to your letter a memo from Mr. Mead (8/5/80) cites in the third paragraph that the purpose of the multiple use project is to make a positive contribution toward enhancing the highway environment. He has indicated, the location of the facilities should be in the freeway corridor. The Committee understands these goals and does not see the benefit of replacing a functioning economically viable parking and storage facility with under utilized and excessively expensive tennis facilities. Neither will unused recreational facilities "reverse effects from recently completed freeway construction" as the intended effect that this memo indicates the State communicated to the F.H.A. in 6/74.

The Northwest District Association Recreation Committee, Laurie Wall, and I plan to meet on Wednesday September 24, 1980 at 11:00 a.m. in the Mayor's conference room #321, City Hall to discuss this issue. We appreciate your attention to this matter and invite you to attend.

Sincerely,

Bill Owens
Acting Superintendent
Portland Park Bureau

BO/LW/sw
Attachment

cc: F.B. Klaboe ✓
H.S. Coulter
E.S. Hunter
R.N. Bothman
J.L. Sollis
L.C. Grothaus
V.E. Skoog
Milner Mead

RECEIVED
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SEP 12 '80
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
AUG 26 1980
Parks Planning & Dev.

THE CITY OF PORTLAND OREGON

August 22, 1980

INTEROFFICE MEMORANDUM

OFFICE OF CITY ATTORNEY
CHRISTOPHER P. THOMAS CITY ATTORNEY
1220 S.W. FIFTH AVE. PORTLAND, OR 97204 503/248-4047

TO: Laurie Wall, Park Bureau Planner

FROM: Robert C. Irelan, Deputy City Attorney

RE: Lease Agreement for I-405 Property

You have asked for the interpretation of a particular paragraph of a lease agreement between the State of Oregon and the City whereby real property located under the Fremont Bridge owned by the State is leased to the City. The paragraph in question is No. 6 which reads in part:

"All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree."

You have inquired as to whether this clause permits the rents received by the City from subleasing the property to be used for purposes other than those which may benefit the Northwest District.

It is our opinion that the language "for such other uses" permits the revenues received from subleasing to be used for purposes other than those which may benefit the Northwest District so long as the City and the State can mutually agree as to that use.

RCI:ma

#9250

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 6, 1980

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Avenue
Portland, Oregon 97204

RE: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

Dear Earl:

On January 29, 1979, I wrote you a letter regarding the above subject lease. It is our request that a yearly accounting report be sent to me indicating that all the conditions of that lease are being fulfilled. The City should provide to the State periodic (yearly minimum) summary reports of income, expenses, and accummulated reserves. This report should indicate the interest accruing to the accummulated reserves.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
Jack Sollis
L. C. Grothaus
Vern Skoog
Laurie Wall

RECEIVED
STATE HWY ENGR
AUG 6 '80
REFER TO
FOR
Info | Invest. | R/D | D/R | Sgn | Act | File

Form 734-3122

#8050

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 6, 1980

Laurie Wall
Park Planner
Bureau of Parks &
Public Recreation
1107 S.W. Fourth Avenue
Portland, Oregon 97204

RE: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

Dear Ms. Wall:

Mr. Milner Mead has indicated to me several conversations regarding the multiple use of right-of-way project under the west end of the Fremont Bridge. I am including as a courtesy, Mr. Mead's report to me, for your information.

It is the position of the Highway Division that the tenets of the agreement must be adhered to. The air space utilization is a direct function of the Highway Division. The multiple use project financed by the Interstate Program on this project was accomplished through the agreements that have been mentioned. The last constitutional amendment to the Constitution of the State of Oregon precluded as a general rule, this type of project in the future, and does not allow for any modification of this agreement.

We respect your questions and hopefully this letter will provide adequate answers. I am including a copy of a letter to Earl Bradfish, Director, Office of General Services, regarding accounting procedures.

Very truly yours,

J. B. Boyd
Right of Way Manager

RECEIVED
STATE HWY ENGR
AUG 6 '80
REFER TO
FOR
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JBB:jh
enc.
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
J. L. Sollis
L. C. Grothaus
V. E. Skoog
Earl Bradfish

Form 734-3122

8050

#8050 L.

December 3, 1979

Airspace lease - E. Fremont Interchange File 35712

SEE: ROW 10-2 - Sp.

8050

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 19, 1978

TO: VERN SKOOG
Manager, Highway Accounting

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: West Fremont Interchange
Multiple Use Agreement

I concur with Bruce Boyd's recommendation that an audit be made of the funds collected by the city of Portland under the subject agreement.

The initial agreement was made after considerable negotiation.

The city initially requested to utilize the surplus funds throughout northwest Portland. However, the agreement specifically states that all the funds shall be expended within the project. This should be audited.

The intent was that there would be a surplus of funds from the collection of rent over the cost of maintenance. Approximately 50 percent of the area is under rental and 50 percent is under landscape. The surplus monies collected in approximately 5 years would be sufficient to proceed with the second phase of the joint use development which provides for construction of indoor tennis courts.

Since the 5 years are nearly up since the completion of the project, I would assume that monies have been collected in excess of that required for maintenance sufficient to initiate work on the second phase of this project.

An audit is needed to substantiate the rents which have been collected, the monies which have been expended for maintenance and the balance.

lh

cc: F. B. Klaboe
J. B. Boyd
E. L. Hardt

F. B. KLABOE

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DOT OPERATIONS
JUN 2[illegible]
REPLY TO
FOR

81-128-1307

9

FORM 81.734.3070

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8050

Salem, Oregon
September 6, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: West Fremont Mini-Parks
Contract No. 8050
Price Agreement No. 8

TO: Marion Craft
Region Construction Engineer

In response to the August 5 letter to you from Paul Brothers which you forwarded with a note, I doubt that much could be accomplished by any additional meeting among ourselves, or even with the contractor. I simply cannot agree with the contractor's argument and for two basic reasons:

1. We do, in fact, have a signed price agreement. We entered into it in good faith. When it was submitted, it contained no disclaimers of any kind that it did not mean what it said. There has been no showing that any error was made on either side in arriving at the price agreement unlike some situations where we might as a matter of equity allow a renegotiation on prices or quantities in a P.A. This is not that kind of problem. I am strongly opposed to now somehow nullifying this price agreement. This would be a dangerous and very undesirable precedent. It has no place in public contracting.

2. We also cannot accept the contractor's allegation that A.S.N.S. specifications should supersede any other specifications. The height of tree was clearly called out on the plans and the plans take precedence over standard specifications. As has already been pointed out, standard specification 783.02 substantiates this when it says, "subject to variations in size and measurement as called for by the plans or special provisions."

In discussing this with Tom Savage, I find that if the plans were being drawn up today, the sizing would be indicated differently and consistent with the nurseryman's standards. This does not mean, however, that the plan we had was in error, or is defective. The plan calls for trees 12 to 14 feet in height and that is a pretty straightforward and understandable statement. Gary Arnold's May 29, 1975 letter to Resident Engineer Nelson would indicate the contractor understood it that way then.

I think this is a hindsight claim and I would not sanction any payment on it unless a court told us to. It would even be a waste of the Claim Review Board's time, but if the contractor insisted on a review, we would probably have to do so.

JAB:fr

cc: H. S. Coulter

RECEIVED STATE HWY ENGR
SEP 6 '77
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act
File

1050

March 23, 1977

The American Insurance Co.
921 S.W. Washington St.
Portland, OR 97205

Attention: Fidelity & Surety Department

Gentlemen:

On March 18, 1977, we wrote to you concerning release of final payment on Contract No. 8050 awarded to Paul Bros., Inc., Clifford H. Paul and Richard J. Paul, for work on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

Final payment on this contract is $10,784.21 and the total contract amount is $927,276.61 including $4,271.39 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

er

cc Paul Bros., Inc., Clifford H. Paul
and Richard J. Paul
29 N.E. 148th Ave.
Portland, OR 97230

Oregon Bank
Midland Branch
620 S.E. 122nd Ave.
Portland, OR 97223
Attention: Mr. Lewis Heimbigner

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 16, 1977

FROM: C. T. Keasey for
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8050, Work Completed 11/30/75

Project W. Fremont Intchge.

Highway Stadium Freeway

Count(y)(ies) Multnomah

Type of Work Roadside Improvement & Mini-Parks

Contractor Paul Bros., Inc., Cliff H. Paul & R. J. Paul

Recommended Acceptance Date 3/16/77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
~~W. J. Hart~~
R. W. Ellison
R. D. Church

RECEIVED
STATE HWY ENG
MAR 17 '77
REFER TO
FOR
Info

APPROVED
STATE HIGHWAY ENGINEER
Date 3-17-77

Letter sent to surety on 3/18/77.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1		Project Number I-405-8(32)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 13 ,19 74 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,023,873	$ 1,042,000
Federal funds	$ 944,727	$ 961,453
Other revisions		

This modification is made for the following reasons:
To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February ,19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 10, 1977

Federal Aid Project
No. I-405-8(32)303

West Fremont Interchange Section

Stadium Freeway In Multnomah County

Revised Project Agreement Estimate.

Type Code Y021
Mini-Park (Sta. "FB 3" 367+20 to Sta. 399+20)

Subtotal on previous estimate of August 7, 1974	$ 930,794.00
Engineering	111,206.00
TOTAL	$1,042,000.00

Length of Project - - - - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - - - - -	$ 961,453.00
State Funds - - - - - - - - - - - - - - - - - -	80,547.00
TOTAL	$1,042,000.00

Group 1 - 100%
Contract No. 8050
Prefix: 626-1020

8050

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-53	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO. 3	8-1[illegible]-74	COUNTY Multnomah
		PROJECT NO. I-405-8(32)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405, West Fremont Interchange (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-74	0.00
OTHER (Specify)		

FUNDS Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,023,873	$ 944,727

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Ruste

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G K Hansen for (Division Engineer)
G. L. Green

Date executed by Division Engineer AUG 13 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. I-405-8(32)303

WEST FREMONT INTERCHANGE SECTION

Stadium Freeway in Multnomah County

Salem, Oregon, August 7, 1974

Project Agreement Estimate.

Type Code Y021
Mini-Park (Sta. "FB3" 367 + 20 to Sta. 399 + 20)

Mobilization	All Required		$ 85,500.00
Temporary Protection and Direction of Traffic	All Required		8,220.00
Temporary Signs	600 sq.ft.	8.20	4,920.00
Temporary Barricades	24 only	41.00	984.00
Flagmen	100 Hour	13.70	1,370.00
Removal of Building	All Required		3,000.00
Removal of Curbs	4,700 lin.ft.	1.05	4,935.00
Removal of Pavement	1,250 sq.yd.	1.70	2,125.00
Removal of Walks and Driveways	6,700 sq.yd.	1.70	11,390.00
General Excavation	5,800 cu.yd.	3.00	17,400.00
Furnishing and Placing Topsoil	5,000 cu.yd.	4.45	22,250.00
1"-0 Aggregate Base	9,000 ton	6.35	57,150.00
Class "C" Asphalt Concrete Mixture	3,300 ton	11.50	37,950.00
Asphalt Cement in Mixture	220 ton	78.00	17,160.00
Concrete Planter Boxes	All Required		34,658.00
Type CL-6 Chain Link Fence W/Redwood Slats	7,400 lin.ft.	8.80	65,120.00
18-foot Sliding Gates	10 only	529.00	5,290.00
20-foot Sliding Gates	15 only	706.00	10,590.00
Concrete Walks	17,000 sq.yd.	6.80	115,600.00
Concrete Driveways	900 sq.yd.	11.30	10,170.00
Exposed Aggregate Concrete Walks	150 sq.yd.	11.00	1,650.00
Cobblestone Pattern Concrete Walks	1,600 sq.yd.	13.00	20,800.00
Concrete Mowing Strips	1,050 sq.yd.	2.00	2,100.00
Concrete Steps	All Required		2,600.00
Bicycle Ramps	54 only	75.00	4,050.00
Concrete Curbs	7,000 lin.ft.	3.00	21,000.00
Concrete Islands	90 cu.yd.	109.00	9,810.00
Concrete Bumper Logs	1,000 only	15.00	15,000.00
Adjusting Manholes	16 only	125.00	2,000.00
Adjusting Inlets	16 only	190.00	3,040.00
Picnic Tables	8 only	790.00	6,320.00
Bench	15 only	480.00	7,200.00
Drinking Fountain	5 only	480.00	2,400.00
Litter Receptacles	12 only	240.00	2,880.00
Furnishing and Planting Trees	310 only	20.00	6,200.00

Furnishing and Planting Shrubs	6,200 only	3.50	21,700.00
Furnishing and Planting Vines	17,000 only	0.35	5,950.00
Bark Mulch	130 unit	47.00	6,110.00
Sod Lawn	All Required		10,224.00
Irrigation System	All Required		86,000.00
Pole Foundations	All Required		13,412.00
Lighting Poles	All Required		46,000.00
Luminaires and Ballasts	All Required		25,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		74,000.00
Column Protectors (2"x4" W/Stain)	18 MFB	512.00	9,216.00
			$ 920,444.00

Additional Items

Temporary Erosion Control	All Required	100.00
On-The-Job Trainees (1@ $800)		800.00
Install Water Meters	All Required	7,050.00
Furnish Water Meters	All Required	2,400.00
		$ 10,350.00
	Subtotal	$ 930,794.00
	Engineering	93,079.00
	Total	1,023,873.00

Length of Roadway	0.0 miles
Federal Funds	$ 944,727.00
State Funds	79,146.00
Total	$ 1,023,873.00

Group 1 100%

Contract No. 8050

Prefix: 626-1020

8050

1549-5

January 26, 1977

Mr. Harold D. Hand
Chief, Real Estate
Department of Development
and Civic Promotion
1700 SW Fourth Avenue
Portland, OR 97201

Dear Mr. Hand:

We have reviewed your request for leasing property within the I-405 freeway corridor to a tenant proposing to lease parking spaces on a month-to-month basis.

We concur that this type of arrangement does not come within the purview of the covenant expressed in Section 19 of our January 30, 1974 agreement.

Sincerely,

H. S. Coulter
State Highway Engineer

RLS:ab

bc E. S. Hunter
R. L. Schroeder
J. L. Sollis
J. B. Boyd

DEPARTMENT OF JUSTICE

Memorandum

DATE: January 25, 1977

TO: R. L. Schroeder
Assistant State Highway Engineer

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Lease Agreement City of Portland
Misc. Contract No. 4898
I-405 Freeway Corridor

I have reviewed the agreement referred to in the January 18, 1977 letter from Mr. Harold D. Hand, Chief of the Real Estate Section for the Department of Development and Civic Promotion of the Portland Development Commission.

I have also read the contract and it is my interpretation of the language contained in section 19 of the contract that the intent was that the city should not allow a lessee to sublease all or substantially all of the property and thus not have any control over it. I do not feel that the leasing of a part of the property by a lessee for parking space to customers would be the type of activity that would be prohibited by the agreement and feel that this type of operation would be allowable.

JLS:sb;hg

RECEIVED

THE CITY OF PORTLAND OREGON

DEPARTMENT OF DEVELOPMENT AND CIVIC PROMOTION

PORTLAND DEVELOPMENT COMMISSION

Robert Ames, Chrmn.
Louis Scherzer
Bob Welsh
Dennis Lindsay
Allison Logan Belcher

J. David Hunt
Executive Director

1700 S.W. Fourth Avenue
Portland, Oregon 97201
(503) 224-4800

January 18, 1977

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
129 Transportation Building
Salem, Oregon 97310

Re: Lease Agreement Between State of Oregon and City of Portland - I-405 Freeway Corridor

Dear Mr. Coulter:

The lease agreement between the State and the City of Portland on the I-405 freeway corridor dated January 30, 1974, provides that the City may sublease the property for certain uses and specifically excludes the rights of such subtenants to further assign or sublease. We understand and concur in the reasoning of that covenant.

We have now been approached by a prospective tenant to use the property for surface storage of automobiles. Such tenant would rent the leased space to customers and employees on a month-to-month basis. I have also had a verbal inquiry from a major parking lot operation to lease property on a similar basis.

It is hoped that you will share in our position that such arrangement would not come within the purview of that covenant.

Your concurrence and immediate response would be appreciated.

Respectfully,

Harold D. Hand
Chief, Real Estate

HDH:dl
Enclosure

RECEIVED
JAN 9 1977
Office of ...

RECEIVED
STATE HWY ENGR
JAN 19 '77
REFER TO
FOR
Info | Invest | R/D | DxR | Sec | ... | ...

8050

Files

05054

FILED
MAR 9 1976
SECRETARY OF STATE

RECEIVED
MAR 9 8 49 AM '76
SECRETARY OF STATE

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 8, 1976

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Salem Compost
2555 25th St. S.E.
Salem, OR 97302

RECEIVED
MAR 11 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This will acknowledge receipt of your claim informing us that Paul Brothers Landscaping in Portland owes you for mushroom compost in the amount of $2,862.

RECEIVED C.
3-11-76

From the description given, this appears to be in connection with the Paul Bros., Inc., Clifford H. Paul and Richard J. Paul Contract No. 8050, West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

The American Insurance Company furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the principal contractors of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc American Insurance Company
921 S.W. Washington St.
Portland, OR 97205

Paul Bros., Inc., Clifford H. Paul
and Richard J. Paul
29 N.E. 148th Ave.
Portland, OR 97230

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SALEM COMPOST
2555 25th St. S.E.
SALEM, OREGON 97302

362-0811 or 362-0331

DATE March 1, 1976
NUMBER

Oregon State Highway Bldg.
Room 121 Attn: Cecil Head
Salem, Oregon 97310

RECEIVED
MAR 4 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	

Dear Sir:
In regards to the phone call to Mr. Anderson on March 1, 1976, Paul Brothers Landscaping in Portland received bid for landscaping Freeman Bridge in Portland, and Salem Compost furnished mushroom compost for this project. A total of 53 loads of 14 yds. each for a total of 742 yds. at $3.00 per yd. delivered to job site, for a total of $2226.00. As of this date no payment has been received.

Sincerely,

Robert E. Calkins

Robert Calkins, Mgr.
Salem Compost

SALEM COMPOST

Thank You

PAY LAST AMOUNT IN THIS COLUMN

FORM 85

8050

December 30, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-405-8(32)308

SUBJECT Notification Establishment Period Started

Contract 8050, Work Completed November 30, 1975

Project West Fremont Interchange

Highway Stadium Freeway

County Multnomah

Establishment Period Ends Fall of 1976

RDC:re

cc: R. D. Church

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: West Fremont Interchange	SECTION: West Fremont Interchange	WEEK ENDING: Dec 5, 1975
		SECTION PREFIX: 626 - 1020
	HIGHWAY: Stadium Freeway	COUNTY: Multnomah
CONTRACTOR: Paul Bros., Inc.	KIND OF WORK: Roadside Improvement & Mini Parks	
DATE OF CONTRACT: July 31, 1974	CONTRACT NUMBER: 8050	FEDERAL AID PROJECT NUMBER: I - 405 - 8(32) 303
	DATE WORK STARTED: August 27, 1974	ESTIMATED COMPLETION DATE: November 30, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: November 30, 1975	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 1,056,451.19	ENGINEERING AUTHORIZATION: $ 83,771.46	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 972,679.73	ENGINEERING COST TO DATE: $ 97,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 972,679.73		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 115.8%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MISC.	SW & Curb	Illum.
		100%	100%	100%	Planting 100%	100%	Irrig. 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Rain & Indy			
MONDAY 1	Showers & Indy			
TUESDAY 2	Showers & Indy			
WEDNESDAY 3	Showers & Indy			
THURSDAY 4	Showers			
FRIDAY 5	Cloudy			
SATURDAY				

RECEIVED
DEC 9 1975

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No Activity
MONDAY 1	Three men working on general clean-up all week
TUESDAY 2	
WEDNESDAY 3	
THURSDAY 4	
FRIDAY 5	
SATURDAY 29	Contract work complete on this day

REMARKS

All contract work complete, anticipate final inspection of job next week.

SIGNED _____ LOCATION 9000 SE Fuller Rd. Portland, Oregon

PRIME RESIDENT SUBMIT 3 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 5 COPIES

SP*7216

8051 Main Ave. & Third St.(Tillamook)
Sec. on Oreg. Coast & Wilson 1974
Riv. Hwys. (Grading & Paving)

4937-4/16/74
5028-9/2/74

8051

November 21, 1975

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On November 19, 1975, we wrote to you concerning release of final payment on Contract No. 8051 awarded to Babler Bros., Inc., for work on Main Avenue and 3rd Street in Tillamook on the Oregon Coast and Wilson River Highways in Tillamook County.

Final payment on this contract is $500 and the total contract amount is $236,865.23 including $451.53 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8051.

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

FILE:

November 17, 1975

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract 8051, Work Completed November 7, 1974

Project Main Avenue & 3rd Street (Tillamook)

Highways Oreg. Coast & Wilson River, County Tillamook

Type of Work Grading & Paving

Contractor Babler Bros, Inc.

Recommended Acceptance Date November 19, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
NOV 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
E. S. Hunter
Date 11-17-75

11-19 Letter written

8051

FORM 01.750.0006

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Main Ave. & 3rd St. (Tillamook)		WEEK ENDING: June 28, 1975
		SECTION PREFIX: 29-1095
HIGHWAY: Oregon Coast & Wilson River		COUNTY: Tillamook
NAME OF JOB: Main Ave. & 3rd St. (Tillamook)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 8051	FEDERAL AID PROJECT NUMBER: RF-137(9) & RF-191(17)
DATE OF CONTRACT: August 2, 1974	DATE WORK STARTED: August 20, 1974	ESTIMATED COMPLETION DATE: semi-final 12/20/74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 85	CALENDAR DAYS USED 84
PROJECT AUTHORIZATION: $352,843.13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $342,864.38	ENGINEERING AUTHORIZATION $27,978.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $271,000	ENGINEERING COST TO DATE $29,787.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84
ESTIMATED PERCENT: [illegible] UNDERRUN 21 %	PERCENT OF AUTHORIZATION 106.5 %	DATE PROJECT WAS COMPLETED: 11/7/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MAYERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.30	0.30			0.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.30	0.30			0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5771 c.y.	6570 tons			1985 tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE (final)	5371	7754			1956
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kelsey ___ Richards ___
Bond ___ Glenn ___
Jackmond ___ Berg ___
Harwood ___
Johnsen ___
Walker ___

RECEIVED
JUN 30 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Except for the agreed upon letter of acceptance from the City of Tillamook final paper work items on the project were submitted this week. Project considered completed. This is the final weekly report.

SIGNED _____ LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

8051

STATE COPY

MONTHLY TRANSACTION NUMBER: 1-69	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
PROJECT REPORT NUMBER: 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**
MODIFICATION NUMBER: 1	(PPM 21-2) 1-14-75
STATE: Oregon	
COUNTY: Tillamook	
PROJECT NUMBER: RF-191(17)	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 13, 19 74 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 97,265	$ 114,024
Federal Funds	$ 76,012	$ 89,100
Other revisions		

This modification is made for the following reasons:

to include authorized work by City of Tillamook

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 8-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. RF-191(17)

THIRD ST. (TILLAMOOK) SECTION

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

Salem, Oregon, January 6, 1975

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 10+18 to Sta. 16+00)

Subtotal on previous estimate of August 7, 1974		$ 88,423.50
SF02 City Water Mains (Tillamook)	All Required	15,235.00
	Subtotal	$103,658.50
	Engineering	10,365.50
	Total	$114,024.00

Length of Roadway - - - - - - - - - - - -	0.11 mile
Cost of roadway per mile- - - - - - - - -	$1,036,581.82

Federal Funds -	$ 89,100.00
State Funds -	12,462.00
City Funds- -	12,462.00
Total	$114,024.00

Group 2 - 35%

Contract No. 8051

Prefix: 29-1095

8051.

STATE COPY

Form Approved; O.M.B. No. 04-R2005

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-46		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	8-13-74	Tillamook
		PROJECT NO. RF-191(17)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 6 E. Bd. portion of couplet from Main Ave. to Laurel Ave. (Tillamook)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-74	0.11
OTHER (Specify)		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 97,265	$ 76,012

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Schmitz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 13 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the systems on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. RF-191(17)

Third St. (Tillamook) Section

Wilson River Highway in Tillamook County

Salem, Oregon, August 7, 1974

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 10 + 18 to Sta. 16 + 00)

Mobilization	All Required (37%)		$	3,885.00
Temporary Protection and Direction of Traffic	All Required (37%)			4,440.00
Temporary Signs	390 sq.ft.	6.00		2,340.00
Temporary Barricades	16 only	75.00		1,200.00
Flagmen	30 hour	15.00		450.00
Clearing and Grubbing	All Required (37%)			2,405.00
Removal of Structures and Obstructions	All Required (37%)			185.00
Removal of Curbs	830 lin.ft.	1.50		1,245.00
Removal of Walks and Driveways	390 sq.yd.	4.00		1,560.00
General Excavation	1,970 cu.yd.	4.45		8,765.50
Trench Excavation	70 cu.yd.	9.00		630.00
Treated Base Mixture	1,460 ton	12.00		17,520.00
Cement in Treated Base Mixture	90 ton	75.00		6,750.00
Coarse Aggregate Base	810 ton	6.00		4,860.00
Asphalt Concrete Mixture	730 ton	16.00		11,680.00
Asphalt Cement in Mixture	45 ton	75.00		3,375.00
12-inch Sewer Pipe	420 lin.ft.	9.00		3,780.00
Concrete Manholes	1 only	650.00		650.00
Concrete Inlets, Type CG-1	12 only	325.00		3,900.00
6-inch Drain Pipe	80 lin.ft.	5.00		400.00
Special Filter Material in Drain	14 cu.yd.	14.00		196.00
Concrete Walks	190 sq.yd.	7.00		1,330.00
Concrete Driveways	200 sq.yds.	9.00		1,800.00
Concrete Curbs	30 cu.yds.	74.00		2,220.00
Adjusting Manholes	3 only	85.00		255.00
Adjusting Inlets	1 only	85.00		85.00
			$	85,907.50

Additional Items

Permanent Striping	All Required (37%)	$	74.00
Temporary Erosion Control	All Required (37%)		37.00
Seeding and Mulching Disposal Area	All Required (37%)		185.00

Lime Treated Subgrade	All Required (37%)	2,220.00
		$ 2,516.00
	Subtotal	$ 88,423.50
	Engineering	8,841.50
	Total	$ 97,265.00

Length of Roadway 0.11 miles
Cost of Roadway per Mile $ 884,227.27

Retained in Program Status

City Water Mains (Tillamook)	All Required	$ 20,000.00
	Subtotal	$ 20,000.00
	Engineering	2,000.00
	Total	$ 22,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$ 97,265.00	$ 76,012.00	$ 10,626.00	$ 10,627.00
Retained in Program	22,000.00	17,193.00	2,404.00	2,403.00
Total	$119,265.00	$ 93,205.00	$ 13,030.00	$ 13,030.00

Group 2 35%

Contract No. 8051

Prefix: 29-1095

8051

STATE COPY

MONTHLY TRANSACTION NUMBER: 1-68	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Tillamook
MODIFICATION NUMBER: 1	(PPM 21-7) 1-14-75	PROJECT NUMBER: RF-137(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 13, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 172,098	$ 212,320
Federal Funds	$ 134,494	$ 165,920
Other revisions		

This modification is made for the following reasons:
To include authorized work by City of Tillamook.

All other terms and conditions of the Project Agreement will remain in full force and effect.
This modification is effective as of the 14th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. RF-137(9)

MAIN AVE. (TILLAMOOK) SECTION

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

Salem, Oregon, January 6, 1975

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 8+60 to Sta. 18+50)

Subtotal on Previous estimate of August 7, 1974		$156,453.50
SFO 2 City Water Mains (Tillamook)	All Required	36,565.00
	Subtotal	$193,018.50
	Engineering	19,301.50
	Total	$212,320.00

Length of Roadway _____ 0.19 mile

Cost of Roadway per mile_____ $1,117,473.68

Federal Funds _____	$165,920.00
State Funds _____	23,200.00
City Funds _____	23,200.00
Total	$212,320.00

Group 1 - 65%

Contract No. 8051

Prefix 29-1095

8051

STATE COPY

Form Approved; O.M.B. No. 04-R3089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-45		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	8-12-74	Tillamook
		PROJECT NO.
		[illegible]-137(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 S. Bd. portion of Couplet from 1st. St. to 4th St. (Tillamook)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	6-25-74	0.19

FUNDS

Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 172,098	$ 134,494

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. H. Hurlu

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. K. Hoosman
(Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 13 1974

Form [illegible]-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. RF-137(9)

Main Ave. (Tillamook) Section

Oregon Coast Highway in Tillamook County

Salem, Oregon, August 7, 1971

Project agreement estimate.

Type Code 6203
Roadway (Sta. 8 + 60 to Sta. 18 + 50)

Mobilization	All Required (63%)		$ 6,615.00
Temporary Protection and Direction of Traffic	All Required (63%)		7,560.00
Temporary Signs	560 sq.ft.	6.00	3,360.00
Temporary Barricades	27 only	75.00	2,025.00
Flagmen	50 hours	15.00	750.00
Clearing and Grubbing	All Required (63%)		4,095.00
Removal of Structures and Obstructions	All Required (63%)		315.00
Removal of Curbs	1,670 lin.ft.	1.50	2,505.00
Removal of Walks and Driveways	330 sq.yd.	4.00	1,320.00
General Excavation	3,830 cu.yd.	4.45	17,043.50
Trench Excavation	150 cu.yd.	9.00	1,350.00
Treated Base Mixture	3,040 ton	12.00	36,480.00
Cement in Treated Base Mixture	160 ton	75.00	12,000.00
Coarse Aggregate Base	1,390 ton	6.00	8,340.00
Asphalt Concrete Mixture	1,270 ton	16.00	20,320.00
Asphalt Cement in Mixture	80 ton	75.00	6,000.00
12-inch Sewer Pipe	720 lin.ft.	9.00	6,480.00
Concrete Inlets, Type CG-1	24 only	325.00	7,800.00
6-inch Drain Pipe	170 lin.ft.	5.00	850.00
Special Filter Material in Drain	31 cu.yd.	14.00	434.00
Concrete Walks	90 sq.yd.	7.00	630.00
Concrete Driveways	140 sq.yd.	9.00	1,260.00
Concrete Curbs	50 cu.yd.	74.00	3,700.00
Adjusting Manholes	11 only	85.00	935.00
			$ 152,167.50

Additional Items

Permanent Striping	All Required (63%)	$ 126.00
Temporary Erosion Control	All Required (63%)	63.00
Seeding and Mulching Disposal Area	All Required (63%)	315.00
Lime Treated Subgrade	All Required (63%)	3,780.00
		$ 4,286.00

Subtotal		$ 156,453.50
Engineering		15,644.50
		$ 172,098.00

Length of Roadway 0.19 miles

Cost of Roadway per Mile $ 905,778.95

Retained in Program Status

City Water Mains (Tillamook)	All Required	$ 46,000.00
	Subtotal	$ 46,000.00
	Engineering	4,600.00
	Total	$ 50,600.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$172,098.00	$134,494.00	$18,802.00	$18,802.00
Retained in Program	50,600.00	39,543.00	5,528.00	5,529.00
Total	$222,698.00	$174,037.00	$24,330.00	$24,331.00

Group 1 65%

Contract No. 8051

Prefix 29-1095

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Main Ave. & 3rd St. (Tillamook) Date January 10 1975

Highway Oregon Coast & Wilson River Contract No. 2051 F. A. Project No. NF-191(17) NF-137(9)

County Tillamook Prefix NF-1(25) Account No. 233-04

Description of Work To Be Done:

Construct manhole and repair damaged storm drain.

APPROVED EFFECTIVE DATE 1-30-75
Contingent upon modification of project agreement if additional funds are required

BY _____
TITLE G. K. Hossner Dist. Engineer
DATE 3/19/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Rt. Sta 11+90, Main Street

Estimate of Quantities and Costs:

Equipment	640.00
Labor	1,320.00
Materials	1,340.00
	$3,300.00

Explanation: A storm drain within the project but not shown on the project plans was unknowingly plugged or left unconnected. Repair of the drain is now required. Use of state forces is necessary as the malfunctioning of this drain was discovered after final inspection of the project and acceptance of the contractor's work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 352,043.13
Present estimate of project cost, including
$ 3,300.00 for work under this order $ 352,043.13
Expected under-run / over-run (amount) . . . . . $ _____
Expected under-run / over-run (per cent) . . . . . _____

Space to right of this line is for use of Salem Office

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Division Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approved: _____ Deputy State Highway Engineer, Assistant State Highway Engineer or Coast Area Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

DC 2-7-75

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Main Ave. & 3rd Street (Tillamook) Date October 18, 1974

Highway Oregon Coast & Wilson River Contract No. 3051 F. A. Project No. RT-137(9) C-121(17)

County Tillamook Prefix 29-1095 Account No. 278-03

Description of Work To Be Done:

Permanent pavement striping.

APPROVED EFFECTIVE DATE 2-16-74
Contract upon modification of Pay
ject Estimate if additional funds are
required
BY D. K. Hoopana
TITLE Dist Engineer
DATE 12-16-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Main Ave. stas. 8+70- 18+50
3rd St. stas. 10+20 - 16+00 (The entire project)

Estimate of Quantities and Costs:

$200.00

Explanation:

SFO to establish funds for striping completed project. $266.00 for this has been included in the project authorization as an anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$352,843.13
Present estimate of project cost, including $200.00 for work under this order	$352,843.13
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C. Anderson
Resident Engineer

Approval Recommended: _____
Construction Engineer or Bridge Engineer

Approval Recommended: _____
Division Engineer

Approved: _____
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 11-73

DC
12-17-74

#8051

FORM PR-33A (REV. 3-68)

661 State (H S Coulter) Wash DC (HHO-32) 9-5-74

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Tillamook	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
9-5-74	P. V. Riedl, Area Engineer		FF-137(9) & FF-19(17)

In Company With
G. Wimer, Reg Constr Engr, OSHD; E. Johnson, Field Constr Engr, OSHD.

Location
Main Avenue & 3rd Street (Tillamook, Oregon on Oregon Coast & Wilson River Hwys)

Contractor Name and Address
Babler Bros., Inc., P. O. Box 2008, Portland OR 97202

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-2-74	$238,075	85 days	8-16-74	8-20-74
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	27%	6%	

Roadbed (Width) *(Feet O. to O. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Surfacing Paving	6203	0.30			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

MAIN AVENUE & 3RD STREET (TILLAMOOK) SECTION
OREGON COAST & WILSON RIVER HIGHWAYS
Grading and Paving

The work to be performed on this contract is to construct roadbed grading, aggregate base, treated base mixture and asphalt pavement; also, concrete curbs, sidewalk ramps, walks, driveways, inlets and adjusting existing manholes.

The contractor began construction on August 20, 1974. Traffic detour patterns have been made and the water lines are being replaced. Coordination of these items are critical and to date cooperation of all the agencies has been very good.

Excavation of two blocks has been accomplished and utility reconstruction is underway in this area. The contractor has been limited to excavating two blocks at a time in order to reduce traffic congestion.

(more)

RECEIVED
SEP 24 1974
Office of Assistant State Highway Engineer

9-24-74
NOTED
H.S. COULTER

REPLACES PR-33A(1) REV. 8-64, WHICH WILL NOT BE USED.

Storm sewers are also being constructed and base material is being placed on Main Avenue.

Work on the project is progressing satisfactorily and if weather conditions permit the contractor should finish the project this season.

Form A-101—688

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

FEDERAL HIGHWAY ADMINISTRATION

DATE 9-26-74 Order No. 1

Project Name Main Ave. & 3rd St. (Tillamook) Date August 16, 19 74

Highway Oregon Coast and Wilson River Contract No. 8051 F. A. Project No. F-137(9) F-191(17)

County Tillamook Prefix 29-1095 Account No. 276

Description of Work To Be Done: Adjustment and replacement of traffic signal control lines which become damaged or are removed during construction of the above project.

Location by Station Numbers: Main Street Sta. 8+60 to 18+50
Third Street Sta. 10+18 to 16+00 (entire project)

Estimate of Quantities and Costs:

Labor:	$1,200.00
Materials:	500.00
Equipment:	300.00
	$2,000.00

Explanation: The City of Tillamook has requested that needed repair, replacement or adjustment of traffic signal wires or conduits which become damaged by work on the above project be performed by state forces. This SFO would provide the needed authorization and funding for this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 352,843.13	
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 352,843.13	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or State Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

#8051 8-14-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-137(9)&RF-191(17)

STATE PROJECT NO.: MAIN AVE & 3RD ST. SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF 16 & 17

COUNTY NAME: TILLAMOOK

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 16 '74
REFER TO
Supervisor
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	August 14, 1974	Primary Routes 2 and 35

STATE ROUTE NUMBER: Oregon Coast Hwy #2 & Wilson River Hwy #37

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF TILLAMOOK'S WATER LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $51,800.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
R. L. SCHROEDER

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON A LUMP SUM
- PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER (Specify) UTILITY ADJUSTMENT.

RECEIVED
AUG 16 1974
Office of
Assistant State Highway Engineer

Original to Boyd
Copy to Julian
8-16-74

REMARKS
SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72. OUR PROGRAM MEMORANDUM DATED 6-21-74 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

WE APPROVE THE AGREEMENT WITH THE CITY OF TILLAMOOK CONSISTING OF YOUR MAY 17, 1974 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE CITY OF TILLAMOOK'S JULY 31, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S AUGUST 9, 1974 LETTER.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-14-74	G L Green	DIVISION ENGINEER

FHWA 1-73 (43 FR STOCK OF FORM FH-1240 (REV. 6-68) WILL BE USED

#8051

August 2, 1974

Tillamook City Council
City Hall
Tillamook, OR 97141

Attention: H. S. Paulson
City Manager

MISC. CONTRACTS and AGREEMENTS No. 5028

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement covering financing of the Main Avenue and Third Street (Tillamook) Section Project on the Oregon Coast and Wilson River Highways.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (conf. agree. att.)

8057

August 2, 1974

Rabler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on July 26 accepted your proposal for work on Main Avenue and Third Street in Tillamook in Tillamook County for the sum of $238,075. The Commission referred your bid to the Administrater of Highways with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions were satisfied and the Administrater of Highways today awarded you the project, which has been assigned Contract No. 8051.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Chet Anderson
Wm. Geibel (SAIF)

8051

bc: A. E. Johnson
E. S. Hunter
H. S. Coulter
L. W. Rulien
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
Chet Anderson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 29, 1974

RECEIVED
STATE HWY ENGR
JUL 30 '74
REFER TO
FOR
Info | Archives | R/D | D/R | Sign | Act | File

Tillamook City Council
City Hall
Tillamook, Oregon 97141

Attention Mr. H. S. Paulson
City Manager

Gentlemen:

On July 25 the Oregon State Highway Division received bids for construction of the Main Avenue and Third Street (Tillamook) Section of the Oregon Coast and Wilson River Highways. The low bid was submitted by Babler Brothers Construction Co. of Portland. The estimated cost for construction of the project based on this bid is as follows:

Bid Items	
Permanent Pavement Striping	$238,075.00
Temporary Erosion Control	200.00
Adjust Utilities: City Water Mains	100.00
Seeding & Mulching Disposal Area	66,000.00
Lime Treated Subgrade	500.00
TOTAL Anticipated Construction Costs	6,000.00
Engineering & Contingencies (13½%)	310,875.00
TOTAL	41,968.13
	$352,843.13

Per the State-City agreement of April 15, 1974, and the supplement thereto, the City's share of costs is:

11% of $352,843.13 = $38,812.74, or say $39,000.

Please forward, prior to August 23, 1974, a check or warrant in the amount of $39,000 to this office, made payable to the Oregon State Highway Division.

We appreciate the patience you have exercised in bringing this project to contract.

Very truly yours,

H. S. Cox
County and City Engineer

MCH:ljt

By: Mainor
Mainor C. Holmes
Office Engineer

8051

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Transportation
Oregon State Highway Commission

DATE July 24, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
July 16 and July 25 Bid Lettings

Bids will be taken July 16 and July 25 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

July 16 Bid Letting

1. Shutler Station - Olex
John Day Highway, Gilliam County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Willow Creek - Vale
John Day Highway, Malheur County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

3. Odell Butte - The Dalles-California Highway
Willamette Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Fort Klamath - Lobert Junction
Crater Lake Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

5. Oregon City - Carus
Cascade Highway, Clackamas County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

July 25 Bid Letting

1. Arlington Interchange - Irrigon Junction
Columbia River Highway, Gilliam and Morrow Counties

Grade, Pave, Guardrail and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

2. Irrigon Junction - Stanfield Junction
Columbia River Highway, Morrow and Umatilla Counties

Grade, Pave and Signing Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

3. West Fremont Interchange
Stadium Freeway, Multnomah County

Roadside Improvement and Mini-Park Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

bc: C. W. Head
G. H. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Ruline
Gary Sund
R. E. Whipps

WHW:ko cm

4. Main Avenue and Third Street (Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

Grade and Pave Project

Concrete sidewalks will be incorporated in this project on a replacement-in-kind basis.

5. Winston-Shady Interchange
Coos Bay - Roseburg and Dillard Highway
Douglas County

Grade, Pave, Structures and Signals Project

An eight-foot Class I bicycle/pedestrian facility separated from the highway will be provided along the length of the project.

6. Deschutes River Bridge
Warm Springs Highway, Jefferson County

Footbridge Project

The purpose of this project is to provide a pedestrian bridge across the Deschutes River. This project will be charged to the Bikeway Program.

7. Fort Stevens State Park
Clatsop County

Paving Project

This project includes asphalt concrete bikeway surfacing within the State park, which will provide an extension of the park's bikeway system.

8. Oswald West State Park
Clatsop and Tillamook Counties

Trail Construction Project

A pedestrian trail will be provided within the State park.

These projects will be on the agenda for your consideration at the July 30 meeting and your approval is requested.

8051

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-16-74

FEDERAL AID PROJECT NO.: RF-137(9) & RF-191(17)

STATE PROJECT NO.: MAIN AVENUE & 3RD STREET

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF 16 & 17

COUNTY NAME: TILLAMOOK

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO: MR. F. B. KLABOE, ADMINISTRATOR AND STATE HIGHWAY ENGINEER, STATE OF OREGON, SALEM, OREGON

RECEIVED STATE HWY ENGR JUL 18 74

REFER TO

FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JUNE 25, 1974	JUNE 25, 1974	PRIMARY ROUTES 2 AND 5	PRIMARY ROUTES 9 AND 37

GENERAL LOCATION: CITY OF TILLAMOOK

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMD LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)

PERMANENT STRIPING	$200.00
TEMPORARY EROSION CONTROL	100.00
SEEDING AND MULCHING DISPOSAL AREA	500.00
LIME TREATED SUBGRADE	6,000.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

MR. RULIEN'S JUNE 20, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1974 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-74	for W. W. Kelly	DIVISION ENGINEER

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Orig to Hwy Dist Off Salem 7/17/74

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RF-137(9) & RF-191(17)
Main Ave. & 3rd St. (Tillamook)
Oregon Coast & Wilson River Highways
Mandatory Disposal Area

DATE: June 25, 1974

In reply refer to: 10-41-B2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Your finding in the public interest for the use of the future 12th Street extension as a mandatory disposal area adequately covers the proposal. We therefore concur in your recommendation to place the excess material from the subject project at the requested location.

6-27-74
Copy Vanstee
Hart

for G. L. Green

NOTED
L. E. JOHNSON

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 26 '74
REFER TO Hunter
FOR
Info | Insvc | R/D | O/R | Cons | T | Bridge

8051

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 21, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Mandatory Disposal Area
Main Ave. & 3rd St. (Tillamook)
Oregon Coast & Wilson River Hwys.
Tillamook County

It is proposed that the right-of-way of the future 12th Street extension be made a mandatory disposal area on the subject section. It is believed to be in the public interest to do so and we ask that you concur.

The following reasons are given to support the decision:

1. The street is city-owned therefore no new property will need to be acquired and removed from private use. There will be approximately 5,800 cubic yards of excess excavation. The City of Tillamook has requested that this excess material be disposed of within this area. This use of this material will derive a benefit for a public agency by providing embankment materials for the future extension of 12th Street.

2. The street is located near the project thereby reducing hauling costs and energy requirements.

3. By requiring the site to be mandatory the site development and the condition in which the site will be left upon completion of the project will be under complete control of the State; resulting in as little permanent impact to the environment as possible.

RECEIVED
JUN 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4. Use of the proposed mandatory disposal area is not in conflict with the environmental impact statement.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
[illegible] ENGINEER

Frank E. Terpin
Final Design Engineer

LKW:jh
cc: E. S. Hunter
C. O. Fredrickson
R. N. Chase
C. G. Swenson
L. K. Watson

8051

June 21, 1974

TO Oregon Transportation Commission

4K
6-26-74
Agenda

FROM
F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Finance Approval
Main Ave. and 3rd St. (Tillamook) Section
Ore. Coast & Wilson River Hwys.
Tillamook County

The survey on the subject section has been completed. A public hearing or Clearinghouse review was not required for this improvement and the Division has met all federal requirements for environmental concern.

This project is covered by a construction-finance agreement with the city of Tillamook and provides for the state and city to share the cost of the project.

The work involved consists of constructing a 36-foot curbed section of high-type pavement on Main Avenue (Ore. Coast Highway) from 1st Street to 4th Street, and the same roadway section on 3rd Street (Wilson River Highway) from Main Avenue to Laurel Avenue. The total estimated cost for construction is $325,600, and the Division has elected to finance the projects with federal aid funds.

I recommend this project be added to Program XII-A, and request your authority to finance the state's share from federal aid funds, with the city of Tillamook participating in the remainder of the cost.

This matter will be on the agenda for your consideration at the June meeting.

BLG:dg

bc Cecil Head
George M. Baldwin
A. E. Johnson
L. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Skoog
L. W. Rulien
J. H. Versteeg
V. D. Wolfe
Gary Sund
R. E. Whipps
B. L. Gifford
C. O. Fredrickson

MONTHLY TRANS. NO. 6-72, 6-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-21-74

BY (Signature): Mr. Rulien's June 13, 1974 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 16 THRU 17

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
16	RF-137(9)	0.19	209,700	163,880
17	RF-191(17)	0.11	115,900	90,570

NOTED
E. S. HUNTER

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Main Avenue Section (Tillamook)	Grade, Drain, High-type pavement utility adjustment
3rd Street Section (Tillamook)	"

RECEIVED
JUN 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1974
REFER TO
Director
FOR

6-21-74

REMARKS (Division)

You are authorized to proceed with all necessary preparatory work for utility adjustments.

Based on the study report included in Mr. Rulien's June 18 letter we concur that consideration of alter ate locations is not a factor in the development of these projects. Design approval is hereby granted as requested.

6-25-74
Original to S.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-21-74	SIGNATURE AND TITLE G.L.Green, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

80051

FORM FH-48 (Rev. 8-71)

GPO 913-698

8051

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 18, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Main Avenue - Third Street
City of Tillamook
Tillamook County, Oregon

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The project is located at the intersection of the Oregon Coast Highway (US 101) and the Wilson River Highway (Oregon Highway 6) in the city of Tillamook, Oregon, in Tillamook County; in the Tillamook central business district street grid, these routes are named Main Avenue and Third Street, respectively. Main Avenue is the southbound element of a one-way couplet. Pacific Avenue, one block east, is the opposite leg. Third Street is a major arterial highway route and the eastbound leg of Oregon Highway 6.

The section to be covered by this project includes three and one-half city blocks on Main Avenue from First to a mid-point between Fourth and Fifth Streets, and two and one-half blocks of Third Street from Main to a mid-point between Laurel and Madrona Avenues. The class of work can be described as a complete rebuilding of the street subgrade and running surface, including curbs and gutters as needed. Incidental to the above work will be the reestablishment of water supply lines or electric signal underground wiring. Drainage will be restored by rebuilding catch inlets and lateral lines leading to existing storm sewers.

Where new curbing is required, the sidewalk will be saw-cut one foot normal behind the curb and excavated to the required depth for replacement of the curb and gutter and for the street subgrade. This excavated material is being actively sought by the City as potential fill material for future city street construction. It will be placed adjacent to a landfill currently being developed by the Tillamoook People's Utility District. The City plans a future extension of Twelfth Street to connect existing street sections across a low swale into which local storm sewers are drained. The disposal area will be entirely within city street right-of-way. Existing drainage patterns and facilities in the drainage area will be maintained by the City.

The project is not designed to increase traffic flows through the area, nor will any additional right-of-way be required.

EXISTING ENVIRONMENTAL SETTING The central business district is an area composed of a multitude of stores, specialty shops, banks and other service-related facilities. The age and condition of the structures range from turn-of-the-century to contemporary. The normal bustle of daily business activity is augmented in season by a large volume of tourist traffic. Log trucks and other heavy commercial vehicles are prominent in the traffic mix. Curbside metered parking is available in most of the central area.

PURPOSE OF PROJECT The need for improvement of the streets forming the respective state highway routes was discussed at an open Council meeting attended by the City, the State and concerned citizens in July 1972. At subsequent similar public meetings, the issue was further discussed and resulted in a request for the current project.[1]

The basic problem is demonstrated in the extent of deterioration of the street surface and the curbs and gutters. The streets were constructed in the very early 1900's for the type of traffic usage current at that time. Over the years, the volume and frequency of heavy traffic have brought about a series of repaving and patching efforts, to the extent that in many places the pavement is as high as the curbs and up to a foot higher than the sidewalks at the pavement crown. Some curbs are integral with basement walls, and most of the curbing is badly deteriorated.

Heavy periods of precipitation are characteristic of this coastal community, and the resulting overflow of water in the

[1] Agreement by the City of Tillamook April 1974, by resolution 801. Approved by Transportation Committee April 15, 1974.

gutt. s is intolerable in many parts of the downtown section. Parking where the pavement is curb-high is dangerous to foot traffic and damaging to curbside facilities such as hydrants and parking meters. Vehicles are also unnecessarily tilted toward the sidewalks when parked.

The purpose of this proposed work is to eliminate the various traffic and drainage problems on these streets and produce a durable and serviceable facility.

DISCUSSION OF ENVIRONMENTAL IMPACTS

In the long run, the community will benefit from these improvements, but in the short-range period of construction there will be some disagreeable impacts.

One of the identifiable impacts will result from the temporary removal of parking and rerouting traffic during the period of construction. This is estimated to require a minimum of two months, during which time traffic will be routed over nearby city streets.

The waterline system under the streets has also been expanded and modified over a long period of time and therefore will be subject to varying amounts of disruption. All of the adjustment and rebuilding will be accomplished by City forces. Some temporary inconvenience to the users will be experienced, along with the other normal effects of construction in an urban environment. It is planned to conduct the work program directly following the peak of the travel season and before the winter rains begin, which would preclude any further work until the following season.

Curb construction plans call for replacement of any roof drains that enter the street through the curb line. It is also planned to construct ramps to all street corners for infant strollers and wheel chairs. An exception will be made of the northeast corner of Third and Main because a basement extends to the curb, thus making reconstruction impractical at this point; another exception will be made of the northeast corner of First and Main because there is no crosswalk on First Street.

The detour plan is developed to expedite the construction process, although it will impose a short-term disruption of existing patterns of commercial and other urban activity in the immediate vicinity. Parking will be removed from one side of the detour route streets. None of the detour streets is more than two city blocks from the normal highway routes.

gutt. s is intolerable in many parts of the downtown section. Parking where the pavement is curb-high is dangerous to foot traffic and damaging to curbside facilities such as hydrants and parking meters. Vehicles are also unnecessarily tilted toward the sidewalks when parked.

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The detour plan is developed to expedite the construction process, although it will impose a short-term disruption of existing patterns of commercial and other urban activity in the immediate vicinity. Parking will be removed from one side of the detour route streets. None of the detour streets is more than two city blocks from the normal highway routes.

BASIS FOR NEGATIVE DECLARATION

It is apparent that neglect of these streets and curbs will only aggravate their present condition.

None of the adverse effects of the construction work will be more than of temporary nature, and the community will be improved as a result of the construction itself.

This project is of a type that is exempt from O.M.B. A-95 review, according to the working agreement with the State Clearinghouse.

In conclusion, the Oregon State Highway Division feels that this project does not constitute a major action, as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social and natural environments.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

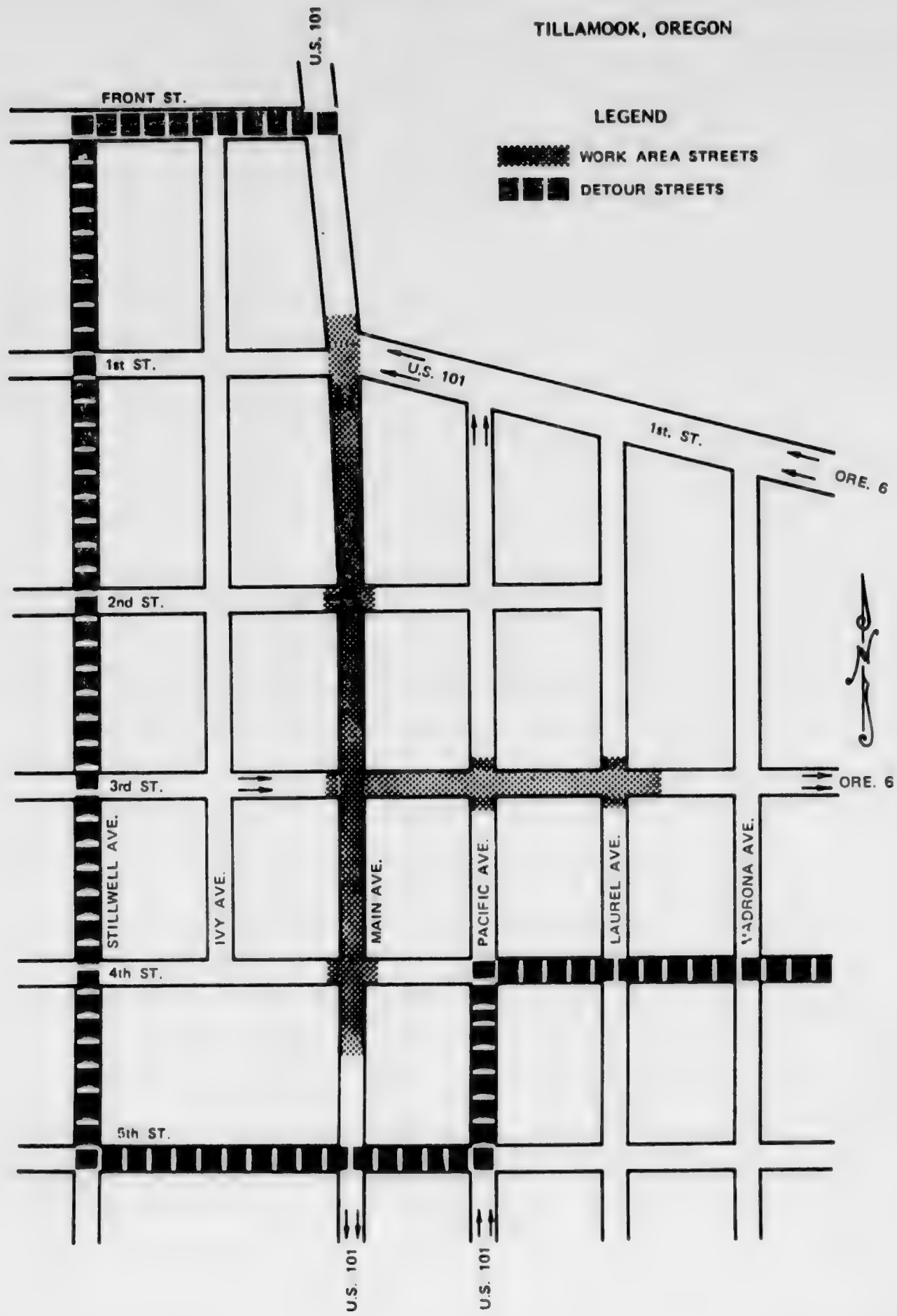
CONCUR _____ DATE JUN 27 1974
for Division Engineer

SC:sz

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
C. O. Fredrickson

MAIN AVENUE - THIRD STREET RECONSTRUCTION

TILLAMOOK, OREGON



8051

Reason:
[illegible]

June 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data & Design Approval
Project RF-137(9) & RF-191(17)

We are submitting program data for two rural primary projects, Item Nos. 16 and 17, which we desire to have included in the Federal-aid Rural Primary Highway Program.

The work to be done under these projects is to be accomplished under the same contract which will be known as "Main Avenue and 3rd Street (Tillamook) Section". It is our present intention to receive bids for these projects on July 25, 1974.

These projects are exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

The requirements of PPM 90-1 are being submitted as a separate action.

A "Public Hearing" is not required under the provisions of paragraph 6c of PPM 20-8.

We hereby request your approval of the design set forth in the Study Report which follows:

STUDY REPORT

Location:
Consideration of alternate locations was not a factor in these projects as the work is on sections of the existing streets presently providing a four-lane facility comprising a one-way couplet for both the Oregon Coast Highway and the Wilson River Highway.

Design:

(1) Project RF-137(9) - The proposed design consists of a 36-foot curbed section of high-type pavement to provide 2 travel lanes for southbound traffic on Main Avenue of the Oregon Coast Highway one-way couplet from 1st Street to 4th Street which entails reconstruction of the present facility utilizing existing curbs where possible. Parking will be allowed as mutually agreed upon by City and State.

(2) Project RF-191(17) - The proposed design consists of a 36-foot curbed section of high-type pavement to provide 2 travel lanes for eastbound traffic on 3rd Street of the Wilson River Highway one-way couplet from Main Avenue to Laurel Avenue which entails reconstruction of the present facility utilizing existing curbs where possible. Parking will be allowed as mutually agreed upon by City and State.

Additional Data:

(1) These projects were coordinated with and approved by the local authorities.

(2) The requirement of 3C Planning is not applicable to these projects as they will not result in the alteration of land use or traffic flow patterns and therefore could not cause any change in planning completed or underway.

The Highway Division and local authorities having considered all the data as well as the sofcal, economic and environmental effects, have concluded that the design as set forth in the preceding Study Report is suitable for the project.

The description of the design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the requrst to the news media for publication is enclosed.

Enc.

JG:jb

cc F. B. Klaboe
E. S. Hunter
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

8051

29-1452

Form 81.734.0030

REGION 2 ENGINEER
RECEIVED
FILE: JUN - 5 1974
RE | RCE | RME | RTE | RUE
ILE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Tillamook, Oregon
June 3, 1974

FROM: C. Anderson
Resident Engineer

SUBJECT: Pacific Avenue Addition
Main St & 3rd St (Tillamook)
Oregon Coast & Wilson River Hwy's
Tillamook County

TO: C.O. Fredrickson
Region 2 Engineer

I discussed with Mr Paulson, Tillamook City Manager, a suggestion that resurfacing of 2 blocks on Pacific Avenue, from Third Street to Front Street be added to the present Main Street & Third Street (Tillamook) project. Mr Paulson indicated that although it would be desirable to rebuild this portion of Pacific the city would not be able to participate in the suggested addition as all available city money is being used to pay for the present project.

C. Anderson
C. Anderson
Resident Engineer

cc: Eldon Everton
Hans Paulson, Tillamook City Manager

cc: Versteeg

1 Versteeg ✓
A. Olsen
2 Tolpin +
Scott
3 Swensen
R. Olsen
Trout

RECEIVED
JUN 7 1974
ROAD DESIGN SECTION

8051

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 31, 1974

TO MEMO TO THE FILES

FROM L. K. Watson, Design Team Supervisor

1 Versteeg
A. Olson
Terpin
Swenson
R. Olson
Trout

RECEIVED
MAY 31 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Be Given Rush
Do not File
Return To
Bring Up
Other

SUBJECT Main Avenue and Third Street (Tillamook) Section
Oregon Coast and Wilson River Highways
Tillamook County

A plans in hand review was held on the subject section in Resident Engineer Chet Anderson's office in Tillamook, Oregon. A visual inspection of the project was made by those in attendance and the following corrections and requests were made.

1. The one foot wide sawcut back of curb in the walk to be a minimum. Wider cuts to be made at the direction of the engineer. The concrete surfacing replacement to be paid for by the square yard and the City agreed to replace existing parking meters, sign posts, etc. in the new walk areas.

2. A request was made that the base design be revised to provide more base rock for paving machines to run on. The Region and Construction personnel feel that the four inch thickness is not adequate for the paver. Due to the length of time for curing, the cement treated base should be replaced with asphalt concrete.

3. Since Main Avenue will be closed to traffic during construction, the cross streets, 1st Street, 2nd Street, 3rd Street and 4th Street closures should be held to minimum closure times. A typical section showing temporary surfacing for these intersections will be included in the plans.

4. The quantity of curb removal and replacement will be reduced. This is to be done by the Design Section as agreed to by the inspection of existing curbs.

5. It was requested by Region, Construction, and concurred by FHWA that Pacific Avenue from Third Street to 1st should be regraded and surfaced at this time. Region will check with City of Tillamook on the curb replacement. There is no existing storm sewers and inlets on this section. Pacific Avenue is the northbound route of the Oregon Coast Highway through Tillamook.

6. Resident Engineer Anderson, to provide a sketch map, typical section, and permit for the placing of the excess material on the proposed 12th Street extension. This will be a future city street. A surface mining permit will not be required as the size of the area is less than two acres. Embankment will be held approximately 15 feet away from an intermittent waterway.

7. At the northeast corner of Third Street and Main Avenue, there is an existing basement area under the sidewalk out to the curb line. It is recommended that the sidewalk ramp be deleted at this location. Extensive protection of the basement area would be necessary for the construction of this ramp.

8. The City of Tillamook will relocate their existing water mains, valves, etc. as soon as the pavement removal and grading is performed.

9. There are several roof drains that will have to be reconstructed in the new curb.

Representatives from the City of Tillamook Water Department accompanied the Highway personnel on the review of the project.

LKH:we
cc: C. O. Fredrickson
Paul Reidl, FHWA
Roy Stein
Jack Sills
Bryant Jackmond
Chet Anderson, Resident Engineer
Stu Couper
C. J. Gregg

8051

April 16, 1974

City of Tillamook
City Hall
Tillamook, OR 97141

Attention: Mrs. Esther Wade
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 17927

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement of portions of the Oregon Coast and Wilson River Highways in the downtown area.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Hoad
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

8051

April 16, 1974

City of Tillamook
City Hall
Tillamook, OR 97141

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COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

8051

FORM 81.736.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Tillamook, Oregon
April 1, 1974

FROM: C. Anderson
Resident Engineer

TO: ~~John~~ Bill Sample
Final Design Superintendent

SUBJECT: Design Details
Main St & Third St (Tillamook)
~~Oregon Coast~~ & Wilson River Highway
Tillamook County

Questions concerning the curb items and catch inlets have been brought up by the designers working on the above project. These questions were reviewed and discussed with the Tillamook's city manager. The following are suggested answers to those questions:

(1) Are all curbs within the project to be replaced? Replacement of curbs is planned only where the existing curbs are not presently in a reusable condition or have been damaged during construction. The exact amount of curbs which will have to be removed and replaced will not be known until excavation of the existing roadbed is completed. For establishing a unit bid price for the curb items it is suggested that 80% of all the curbs on the project be used for calculating the curb item quantities.

It is suggested that the note on the plan sheets covering the removal and replacement of curbs include an appropiate comment, possibly "as directed by engineer", to provide the field with the versatility needed for selecting those areas where curb replacement will be needed.

(2) Should a "saw cut" be required where portions of existing concrete sidewalks or driveway are to be removed and replaced? Yes.

(3) Should the inlets be located on the nose of the curb radius or adjacent to the curb radius? Locate the inlets adjacent to the curb radius.

(4) Are inlets with curb openings, type C-C1, desired? It is felt that the curb opening will not be needed.

(5) At the intersections are the new curbs to be built on a radius matching the existing 6'± curb radius? It is recommended that the existing curb radius 6'±, be retained except at the south west corner of Pacific and Third Streets where it is felt that the curb radius should be increased to 15'±.

In reviewing the above questions with the city manager other items were discussed and recommendations agreed upon which are listed below:

(1) It is recommended that a type G-1 inlet be installed at the SW corner of the First & Main Street intersection.

2
1
Ok copy
MP

REFERRED TO
Cole — Reed
Erikson — Sample
Hager — Wagner
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

(2) It is recommended that curb cuts be built in the curb radius for the cross walks at all intersections. A suggested curb cut layout is shown on the attached sketch. Building these curb cuts will increase substantially the concrete surfacing removal and concrete surfacing items on the project.

(3) It is recommended that it be outlined in the project special provisions that the contractor will be responsible for providing at all times during the life of the project a route of adaquate and quick access into and thru the work areas by emergency vehicles, fire trucks, police vehicles, ambulances, etc.

C. Anderson

C. Anderson
Resident Engineer

cc: Region 2

SKETCH PLAN

Proposed Curb Cut @ Curb Radius
Main St & Third St (Tillamook)
No Scale

805-1

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Main Street and Third Street (Tillamook) — Res. Engr. Chet Anderson
Highway: Oregon Coast (FAR 2) & Wilson River (FAR 35) — Approx. Length 0.2± mile
County: Tillamook — Sta. 1st St. to Sta. 4th St.
Prefix: 29-1452 — Dat March 21, 1974

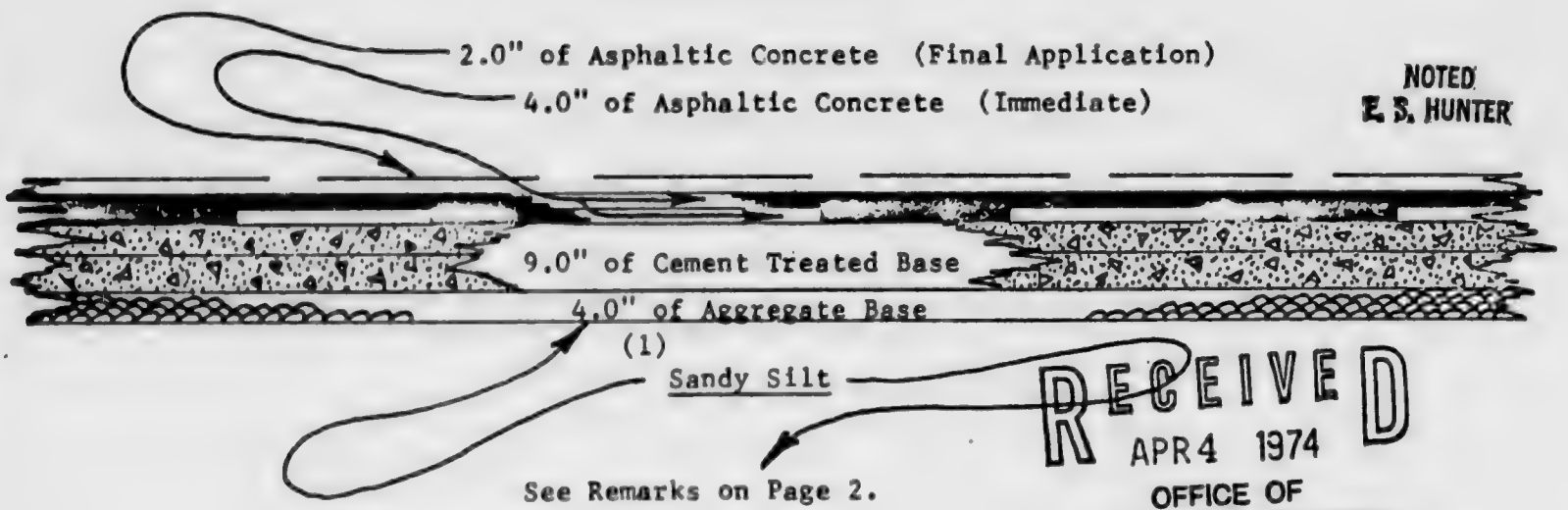
Mean Truck A.D.T. 857 — Annual Precipitation 89"+
Traffic Coefficient 9.7 — Frost Penetration - - - -
18 kip e. a. per day 241.3 — CBE Total Requirement 31.5"

(1)

Typical Soil		Materials Source:
66	LL	
5	PI	
97	%P 10	To be determined by the Engineer.
81	%P 200	
3	% Gravel	
2	% C Sand	
14	% F Sand	
66	% Silt	
15	% Clay	
9	R Value	
A-5	AASHO Classif.	

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
16.0	9.0	C.T.B.
4.0	4.0	A.B.
32.0	19.0	

STRUCTURAL SECTION



NOTED
E. S. HUNTER

See Remarks on Page 2.

RECEIVED
APR 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1974
MATERIALS DIVISION
OFFICE

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by [signature] Base Design Engineer
Recommended by [signature] Engineer of Materials and Research
Recommended by [signature] Location Engineer
Approved by [signature] Asst. State Highway Engineer

SECTION: Main Street and Third Street (Tillamook)

HIGHWAY: Oregon Coast (FAR 2) & Wilson River (FAR 35)

COUNTY: Tillamook

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	10.0"	---	5.0"	31.0"	19.0"
8.0 - 9.0	4.0"	8.0"	---	5.0"	27.5"	17.0"
7.0 - 8.0	4.0"	6.0"	---	5.0"	24.0"	15.0"
6.0 - 7.0	4.0"	---	---	13.0"	21.0"	17.0"
4.8 - 6.0	2.0"	---	---	13.0"	17.5"	15.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.4 and a C.B.E. Requirement of 27.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Main Street and Third Street (Tillamook)

HIGHWAY: Oregon Coast (FAR 2) & Wilson River (FAR 35)

COUNTY: Tillamook

12,000 Present ADT (1973)

5.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	320	1.75	560	440	450	198,000
3	140	1.75	245	193	1000	193,000
4	10	1.75	18	14	1250	17,500
5	150	1.75	263	207	3180	658,260
6	2	1.75	4	3	2570	7,710
				857	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,074,470

TWENTY YEAR EWL 21,489,400

TRAFFIC COEFFICIENT 9.7

SECTION: Main St. & Third St. (Tillamook)

HIGHWAY: Oregon Coast (FAR 2) & Wilson River (FAR 35)

COUNTY: Tillamook

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of Design. (See Remarks.)
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (± 0.2 mile) and stage construction is part of the design; A.C. is preferable for this type of work.

8051

29-1452

REGION 2 ENGINEER
RECEIVED
MAR 20 1974
RE | RCE | RME | MTE | HOE
FILE | GEO | TA | FILE

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Tillamook, Oregon

March 19, 1974

FROM: C. Anderson
Resident Engineer

TO: Frank Terpir
Final Design Engineer

SUBJECT: Omitted Utility Detail
First-Forth (Main Street) Unit
Main-Laurel (Third Street) Unit
City of Tillamook Section
Oregon Coast & Wilson River
Highway's

Attached is a sketch map showing the location of a Pacific N.W. Bell Telephone cable duct that was not put on the originally submitted hard copy map of the Main Street Unit. This duct is approx 24" below the existing grade and therefore will probably be within the limits of excavation on the subject project. Will you please have this utility detail placed on the hard copy map.

C. Anderson
Resident Engineer

cc: Region 2 Utilities Liaison Engr, with sketch attached

Verstieg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 21 1974
ROAD DESIGN SECTION

Copy to Watson

Telephone Cable Duct
Approx. Depth 24"

FOURTH ST.
S89°59'E

Bldg & R/W Line

Bldg & R/W Line

Curb

Curb

16" Storm Drain

MH

MH

17

18

MAIN ST.

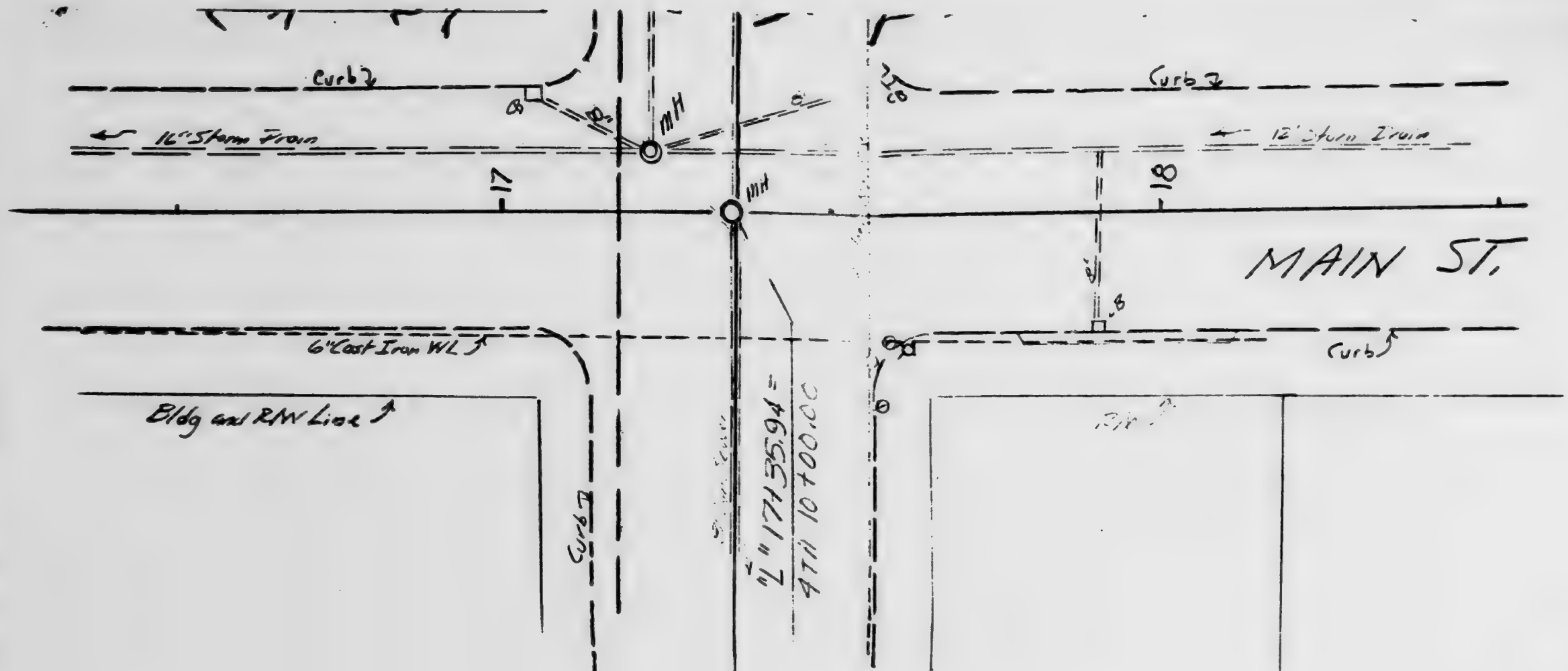
6" Cast Iron W.L.

Curb

Bldg and R/W Line

8" San. Sewer

N 17135.94 =
E 10400.00



SKETCH MAP

Pac. N.W. Bell Tele. Coble Duct

First-Fourth (Main St.) Unit

City of Tillamook Section

Oregon Coast Highway

Date March 1974 Scale 1" = 20'

Bldg & R/W Line

Curb

16" Storm Drain

MH

12"

8" San.

Building Line & R/W Line

Curb

12" Storm Drain

16

17

18

MAI

6" Cast Iron WL

Bldg and R/W Line

Curb

"L" 17th St.

47th 16.40

SKETCH MAP

Pac. N.W. Bell Tele Coble Duct

First-Fourth (from 57.) Unit

City of Tillamook - Section

Oregon Coast Highway

Date March 1974 Scale 1" = 20'

8051

29-1952

REGION 2 ENGINEER
RECEIVED
FEB 28 1974
RE | RCE | RHE | HTS | HOE
ULE | GEO | TA | FILE

Salem, Oregon
February 26, 1974

Gerald W. Wimer ORIGINAL SIGNED BY GERALD WIMER
REGION CONSTRUCTION ENGINEER

Victor Wolfe
LOCATION ENGINEER

First-Fourth (Main Street) Unit
Main-Laurel (Third Street) Unit
City of Tillamook Section
Oregon Coast & Wilson River Hwys.

By December 18, 1973, letter the survey data for the subject section was submitted to you. At that time a cooperative project was proposed.

We have not heard what action you took.

This project does not require additional right-of-way. It is highly desired by the City of Tillamook.

District 1 has not included this project for bond funds. This is because they understood that cooperative arrangements have been tentatively agreed to with the City and that the City has set aside their share of the fundings. The survey has been completed. It could go to contract this year. This is recommended.

Attached is City Manager, H. S. Paulson's January 22, 1974, letter reviewing the proposed temporary signing and detour plan. That plan has been modified to reflect his thoughts. See the attached January 25, 1974, letter from Resident Engineer, Chet Anderson and the notes attached thereto. The original of the plan is attached hereto.

Your early pursuing of this project is urged.

GWW/elk
Attachs.
cc: H. S. Cox
E. L. Everton
Chet Anderson

Copy of Attachments to Watson 3-27-74

NOTED
L. K. WATSON

Form 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Tillamook, Oregon
January 25, 1974

FROM: C. Anderson
Resident Engineer

TO: Rick Kuehn
Region 2 Traffic Engineer

SUBJECT: Review of Temporary Signing and Detour Plan
1st to 4th, Main St and Main to Laurel, Third St(Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

The revised temporary signing and detour plan for the subject project was given to Hans Paulson, Tillamook City Manager, for review by city officials as requested. Returned herewith are the revised plans and a copy of Mr Paulsons letter indicating the cities response to the revised plan.

C. Anderson
Resident Engineer

REGION 2 ENGINEER
RECEIVED
JAN 24 1974

TRANSMITTAL SLIP DATE

BALDWIN	CITY-COUNTY	MATERIALS	
KLABOE	CONSTRUCTION	OFFICE ENGINEER. NG	
JOHNSON	EQUIPMENT-SHOPS	PARKS	
HUNTER	ENVIRONMENTAL	PERMITS & WEIGH.	
SCHROEDER	FINANCE	PERSONNEL	SECRETARY
COULTER	FHWA	PLANNING	SIGN SHOP
ADM. ASSISTANT	LOCATION	PUBLIC AFFAIRS	TRAFFIC
BRIDGE DESIGN	MAINTENANCE	RADIO	FILES
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	MAIL
		RIGHT OF WAY	ESHB
		ROAD DESIGN	REGION ☐

ATTENTION: Rick Kuehn

FROM: GERALD WINNER

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS
Rick – Can you live with 4th st detour? If so, move drawer
J Kuehn

OSHD 8 100 (REV 8-73)

TRANSMITTAL SLIP DATE 2/12

BALDWIN	CITY-COUNTY	MATERIALS	
KLABOE	CONSTRUCTION	OFFICE ENGINEERING	
JOHNSON	EQUIPMENT-SHOPS	PARKS	
HUNTER	ENVIRONMENTAL	PERMITS & WEIGH.	
SCHROEDER	FINANCE	PERSONNEL	SECRETARY
COULTER	FHWA	PLANNING	SIGN SHOP
ADM ASSISTANT	LOCATION	PUBLIC AFFAIRS	TRAFFIC
BRIDGE DESIGN	MAINTENANCE	RADIO	FILES
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	MAIL
		RIGHT OF WAY	ESHB
		ROAD DESIGN	REGION ☐

ATTENTION: Jerry

FROM: Rick

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Yes : Ive already done so -

OSHD 8 100 (REV 8-73)

MAYOR
HOWARD L. EDWARDS
COUNCILMEN
JAMES G. NELSON
BLAKE G. BISELOW
OLIVER BEATHEM
EDWARD SCHELLING, JR.
RICHARD N. LARSEN
NORMAN F. LAIMON

TILLAMOOK CITY
TILLAMOOK, OREGON

CITY RECORDER
ESTHER WADE
CITY ATTORNEY
WARREN A. McMINIMEE
CITY MANAGER
H. S. PAULSON

January 22, 1974

Mr. Chet Anderson, Resident Engineer
Oregon State Highway Division
308 Evergreen Drive
Tillamook, Oregon 97141

Dear Mr. Anderson:

The Tillamook City Council looked at the proposed revisions to the temporary signing and detour of the Oregon Coast Highway Front Street-Fourth Street section. Everything appears satisfactory except the routing of eastbound Oregon 6 traffic over Fifth Street rather than Fourth Street between Pacific and Nestucca Avenues. Fifth Street is too narrow in this area and the condition of the street is not good. We believe the Fourth Street detour would be more satisfactory.

Very truly yours,

H. S. Paulson,
City Manager

HSP/e

805

RECEIVED
JAN 11 1972

29-13

FOR FILING

OREGON STATE HIGHWAY DIVISION

E. Salem Highway Building, 2960 E. State St., Salem, Ore. 97310

January 8, 1973

Delta Equipment, Inc.
2210 Hadley Road
P. O. Box 148
Tillamook, Oregon 97141

Attention: R. Dentel

Re: Flooding Problem
North Edge of the City of Tillamook
Oregon Coast Highway
Tillamook County

Gentlemen:

The problem which you brought to our attention in your December 27, 1972 letter is of much concern to us. We have been studying this problem as you know for many years, and attempting to get a project to relieve it. We realize that the continuing buildup of businesses adjacent to this section of highway and the further filling of the marshland behind the businesses is removing areas through which evaporation and absorption could continue. We notice, as you do, that the water stands for longer periods of time and is doing damage to our highway. Hopefully funds for this project will be forthcoming in the near future.

Thank you for bringing this problem to our attention.

Very truly yours,

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
E. S. Hunter
Eldon Everton

RECEIVED
JAN 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

805

RECEIVED
JAN 12 1972

FOR FILING
OREGON STATE HIGHWAY DIVISION

29-13

E. Salem Highway Building, 2960 E. State St., Salem, Ore. 97310

January 8, 1973

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2210 Hadley Road
P. O. Box 148
Tillamook, Oregon 97141

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Very truly yours,

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
E. S. Hunter
Eldon Everton

RECEIVED
JAN 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8051

RECEIVED
AUG 21 1972

FOR FILING

MEMO TO THE FILES
August 18, 1972

RE: Cooperative Construction-Finance Agreement
Main and Pacific Avenues
Oregon Coast Highway #9 (US 101)
City of Tillamook

The matter of reconstructing approximately five blocks of the one-way couplet in Tillamook has been one of long standing concern to both City and State.

On July 17, 1972, a meeting was held in Tillamook to discuss what could be done on an interim basis as well as a possible future project to eliminate drainage problems and related matters on this section of highway.

On July 21, a letter was sent to City expressing our position and method of financing on this project and on August 9 the City replied they were agreeable to undertake such work on a 75% State and 25% City cost ratio, subject to funding, agreements, approvals, etc.

The estimate of an ultimate project for complete reconstruction is upwards to approximately $200,000 with some interim work to be done by Maintenance forces.

The proposed project is being reviewed by the Design Section and this office will await the study report prior to negotiating any agreements on this matter.

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
cc: Tom Edwards
F. B. Klaboe
L. P. Shaw, w/attachments
R. L. Schroeder
L. H. Young
J. B. Boyd
E. L. Everton

RECEIVED
AUG 18 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

29-14
Tillamook

FORM S-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

SUBJECT: Drainage Problem
City of Tillamook

To: Tom Edwards
STATE HIGHWAY ENGINEER

We have taken gutter profiles, curb profiles, and cross-sections as you requested in your letter of July 18 to Mr. Jack Madison, President, Tillamook County Chamber of Commerce. I had previously instructed our maintenance personnel to chip out any locations where the flow of water was impeded by asphalt. This they have done. As you will note by the profiles we have a serious problem insofar as gutter drainage is concerned. Combined with the flat grades, indicates the reasons for the concern of the citizens of Tillamook.

I still believe the only solution to this problem is a rebuilding of the center of town as indicated in my letter of July 19. I have shown a temporary repair section which may be in order in the block from First Street to Second Street where we have such extensive distortion. This old problem in this block was caused by logging trucks in the 40's and 50's by parking with full tanks expanding and dissolving asphalt; the result in patching apparently caused from distortion along with some obvious settlements in sidewalks, probably as a result of poor foundation conditions.

I am asking Mr. Eldon Everton, by a copy of this letter, to accomplish any necessary repairs as indicated in my repair section prior to winter but to do a minimum of work. Hopefully some relief in the way of a major repair will be programmed shortly.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Si Cox
Eldon Everton

RECEIVED
COUNTY COURT

Tillamook

MAYOR
HOWARD L. EDWARDS

COUNCILMEN
JOHN SANDER
JAMES B. NELSON
BLAKE B. BISELOW
OLIVER SUZATHEN
EDWARD SCHELLING, JR.
BERNARD F. STACY

TILLAMOOK CITY

TILLAMOOK, OREGON, 97141

CITY RECORDER
ESTHER WADE

CITY ATTORNEY
WARREN A. MENININGER

CITY MANAGER
H. S. PAULSEN

August 9, 1972

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The Tillamook City Council agreed to the proposed Cooperative Construction-Finance of a 75% State and 25% City for the reconstruction of approximately five blocks of Main Avenue and Third Street, tentative, of course, to their acceptance to the provisions of the necessary agreements.

Very truly yours,

H. S. Paulson

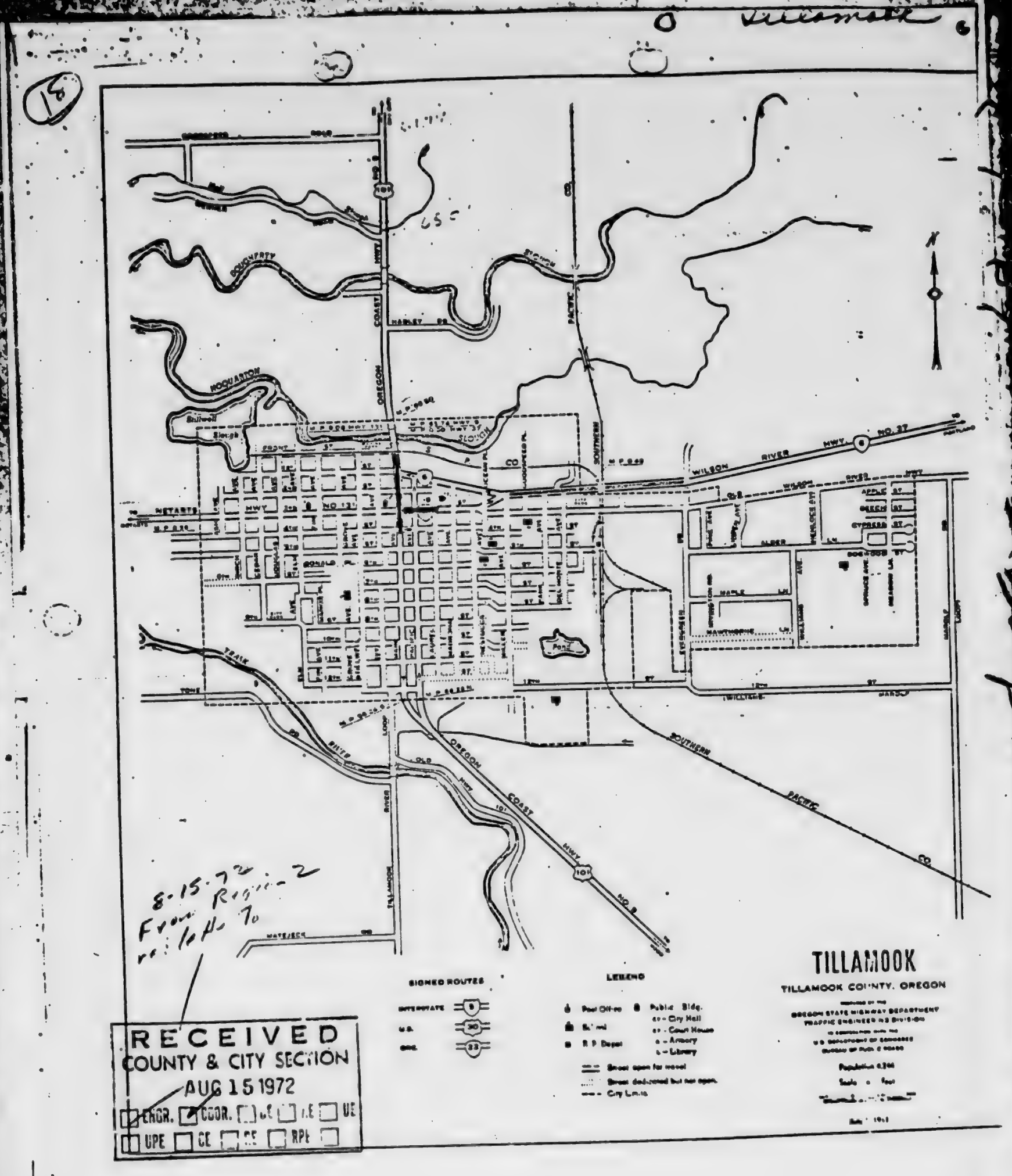
H. S. Paulson
City Manager

HSP:es

RECEIVED
COUNTY & CITY SECTION

(18)

Tillamook



8-15-72
From Region-2
re: 10-No-To

RECEIVED
COUNTY & CITY SECTION
AUG 15 1972
ENGR. COOR. U.E. A.E. UE
UPE CE CE RPE

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 33

LEGEND

Post Office
R.R. Depot
Public Bldg.
cr - City Hall
cr - Court House
a - Armory
l - Library
Street open for travel
Street dedicated but not open
City Limits

TILLAMOOK

TILLAMOOK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEER'S DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,344

Scale 1 inch = 1 mile

Date 1961

GI WAY Oregon Coast - Wilson River

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	Temp. Prot. & Direction of Traffic					$	$ 6,000
	Exc.	Cu. Yd.	3,100	400	3,500	2 75	9,625
	Lime - Treated Subgrade	Sq. Yd.	6,200	300	6,500	0 50	3,250
	Lime	Ton	70	5	75	35 00	2,625
	Asph. Conc.	"	4,400	600	5,000	17 50	87,500
	Adjust Manholes	Each	7	1	8	125 00	1,000
	" Inlets	"	12	2	14	75 00	1,050
	" Driveways	"	30	—	30	75 00	2,250
	Extra for Street Connections	"	13	—	13	125 00	1,625
							114,925
							46,000
	Engineering & Contingencies (40%)						160,925
	TOTAL						
	Include removal & replacement of existing curbs					LF 1	13,000
							174,025

Illinois Valley

RECEIVED
COUNTY & CITY SECTION
AUG 15 1972
ENGR. COOR. PE RE BE
OPE CE RE RPE

Tillamook

15

Tillamook

Main Ave (Front St. to 4th St) Section 1.

3rd St. (Main Ave. to Laurel Ave) Section

Old Base Design

16½" Coarse Base
1½" 3/4-0
3½" A.C.

Tillamook - Donaldson Creek

18" Base
5" A.C.

3½" A.C.

12½"

Tillamook - Pleasant Valley

Coarse Base 10"
3/4-0 2"
A.C. 5"

6

5

11" A.C.

Exist. crown 7" ← 0.58333 in 18' = 0.324'/ft.

Orig. design. 12' @ 0.018, 4½ @ 0.04, 1½ @ 0.08.

Type "A" Curb 0.216 0.18 0.12 • 0.516 • 0.52

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COUNTY & CITY SECTION
AUG 15 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ HPE ☐ CE ☐ RE ☐ RPE ☐

Coast Hwy.

RK - 65.58 1st St. 48' pavt., 64' ROSR

1st – 3rd 36' Curb Curb

65.7d

12th St. 24' Curb Curb 66.2d

1126'

+ intersects 24'

1150'

1.5 + 55,800 / 27 = 3,100 Cu. yds.

Exc.

FRONT ST. – 1st St. Taper 48' to 36' =

300' x 42 = 12,600 sq. ft.

1st – 4th 850' x 36 = 30,600 sq. ft.

Main - Laurel 350" x 36" – 12,600 sq. ft.

x 40" 55,800 sq. ft.

6,200

TPDT

AC 55,800 x 12.5 x 0.00031 = 4,400 tons
Street Conn. Dwys. 30

Lime - Treated Subgr. 6,200 sq. yds.

Lime 70 tons

Adj. MH 7

Adj. Inlets 12

2,300 L.F.

Type "C" curbs 71 C.Y.

RECEIVED
COUNTY & CITY SECTION
AUG 15 1972
ENGR. COOR. I.E. CE
UPE CE RE RPE

Tillamook 5.0
GC

July 21, 1972

City of Tillamook
City Hall
Tillamook, Oregon 97141

Attn: Mr. H. S. Paulson
City Manager

Re: Coop. Construction-Finance
Oregon Coast Hwy. (US 101)

Gentlemen:

Regarding the discussion at the City Council meeting of Monday, July 17, pertaining to reconstruction of the Oregon Coast Highway within the City of Tillamook, I will attempt to convey State's position on this matter.

The State has a program regarding projects of this nature called "cooperative construction-finance," with a normal policy of costs being divided on the basis of 75% State and 25% City.

There are currently some 10 to 12 of these projects pending and if this were undertaken, the project would have to take its place on a priority listing.

The estimate of cost is approximately $160,000-$200,000 for approximately five blocks of Main and Pacific Avenues, to alleviate a high crown, low curb exposure situation causing concern to adjacent properties, and truck traffic on this section of the Oregon Coast Highway.

The City would have to agree to participate on the basis of 25%, or a cost of approximately $40,000-$50,000, with a possible clause on withholding this amount of funding from gas tax revenues due to lack of local available funding.

The foregoing would be subject to agreements, approvals of Highway Administration, Highway Commission, available monies, etc.

If the City agrees to an arrangement of this nature, please indicate your interest and willingness by return letter and we will pursue the matter through proper channels for approvals.

☑ ENGR. ☑ OPR. ☐ CE ☐ AE ☐ UI
☑ OPE ☑ CE ☐ RE ☐ APE ☐

Region 2 personnel will contact you in the near future to alleviate the concern and matter in need of immediate attention.

If questions arise on this or other matters of mutual concern to City and State, please do not hesitate to contact this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

DNH:ljt

cc: J. B. Boyd
E. L. Everton

bc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. H. Young

(15)

29-14

Tillamook
G.C.

FORM S.80 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1972

SUBJECT: Tillamook City Streets
Oregon Coast Highway - #9
Wilson River Highway #37

To: Tom Edwards
STATE HIGHWAY ENGINEER

On July 17 Mr. Don Harwell, Mr. Chet Anderson, and myself met with the City Council of Tillamook and other interested parties regarding the problems on the center streets of Tillamook. The problem of no curb exposure and weak section was reported to the Maintenance Office on January 28, 1972. A copy of this letter is attached. There is continuing agitation from the businessmen and the city government of Tillamook to improve the street maintenance in a three block area of downtown Tillamook.

We explained to the City Council and to those present the need for an overall solution to the problem by way of a City-State Cooperative project which is estimated to cost $160,000, 25% of which would be $40,000. This is, of course, a large figure to the city and the method of financing was explained by Mr. Don Harwell. We will proceed with some minor work to correct the immediate problem as no possibility of contracting exists for a year or two. Mr. Harwell believes that there are 10 or 12 cities applying for these cooperative projects but hopefully something could be done for the City of Tillamook during the next two years or so.

Attached is a rough draft reply to Mr. K. S. Ovregaard, Trustee for Tillamook Lodge No. 94.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attachs.

cc: R. N. Bothman
Si Cox ✓
Eldon Everton
Chet Anderson

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Rough Draft Reply

July 19, 1972

Mr. K. S. Ovregaard, Trustee
Tillamook Lodge No. 94, I.O.O.F.
2003 Second Street
Tillamook, Oregon 97141

Dear Mr. Ovregaard:

It is my understanding that you were present at the City Council meeting at which time the problems of drainage on Main Street were discussed. Also, our Regional Engineer, Mr. J. B. Boyd, talked with you after the meeting regarding this problem.

Hopefully an arrangement can be worked out for corrective action through the City of Tillamook in the next two years. Mr. Boyd has arranged for minor corrective action to be taken to provide adequate drainage for the interim period.

Thank you for bringing this matter to our attention and for your interest in this problem.

RECEIVED
SEP 20 1972
FOR FILING

29-14 PP

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

To: Tom Edwards
STATE HIGHWAY ENGINEER

SUBJECT: Drainage Problem
City of Tillamook

We have taken gutter profiles, curb profiles, and cross-sections as you requested in your letter of July 18 to Mr. Jack Madison, President, Tillamook County Chamber of Commerce. I had previously instructed our maintenance personnel to chip out any locations where the flow of water was impeded by asphalt. This they have done. As you will note by the profiles we have a serious problem insofar as gutter drainage is concerned. Combined with the flat grades, indicates the reasons for the concern of the citizens of Tillamook.

I still believe the only solution to this problem is a rebuilding of the center of town as indicated in my letter of July 19. I have shown a temporary repair section which may be in order in the block from First Street to Second Street where we have such extensive distortion. This old problem in this block was caused by logging trucks in the 40's and 50's by parking with full tanks expanding and dissolving asphalt; the result in patching apparently caused from distortion along with some obvious settlements in sidewalks, probably as a result of poor foundation conditions.

I am asking Mr. Eldon Everton, by a copy of this letter, to accomplish any necessary repairs as indicated in my repair section prior to winter but to do a minimum of work. Hopefully some relief in the way of a major repair will be programmed shortly.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Si Cox
Eldon Everton

8057

RECEIVED
JUL 28 1972

FOR FILING

July 25, 1972

Mr. K. S. Ovregaard, Trustee
Tillamook Lodge No. 24, I.O.O.F.
2563 Second Street
Tillamook, Oregon 97141

Dear Mr. Ovregaard:

It is my understanding that you were present at the City Council meeting at which time the problems of drainage on Main Street were discussed. Also, our Regional Engineer Mr. J. B. Boyd, talked with you after the meeting regarding this problem.

Mr. Boyd has arranged for minor corrective action to be taken to provide adequate drainage.

Thank you for bringing this matter to our attention and for your interest in this problem.

Sincerely,

George H. Baldwin
Administrator of Highways

JBB:jc

cc: Tom Edwards
F. B. Klaboe
Lloyd Shaw
R. H. Bothman
J. B. Boyd

FORM S-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1972

To: Tom Edwards
STATE HIGHWAY ENGINEER

SUBJECT: Tillamook City Streets
Oregon Coast Highway
Wilson River Highway

On July 17 Mr. Don Harwell, Mr. Chet Anderson, and myself met with the City Council of Tillamook and other interested parties regarding the problems on the center streets of Tillamook. The problem of no curb exposure and weak section was reported to the Maintenance Office on January 28, 1972. A copy of this letter is attached. There is continuing agitation from the businessmen and the city government of Tillamook to improve the street maintenance in a three block area of downtown Tillamook.

We explained to the City Council and to those present the need for an overall solution to the problem by way of a City-State Cooperative project which is estimated to cost $160,000, 25% of which would be $40,000. This is, of course, a large figure to the city and the method of financing was explained by Mr. Don Harwell. We will proceed with some minor work to correct the immediate problem as no possibility of contracting exists for a year or two. Mr. Harwell believes that there are 10 or 12 cities applying for these cooperative projects but hopefully something could be done for the City of Tillamook during the next two years.

Attached is a rough draft reply to Mr. K. S. Ovregaard, Trustee for Tillamook Lodge No. 94.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attachs.

cc: R. N. Bothman
Si Cox
Eldon Everton
Chet Anderson

RECEIVED
JUL 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8051

RECEIVED
JUL 26 1972
FOR FILING

July 24, 1972

Mr. M. S. Paulson
City Manager
~~Tillamook City~~
Tillamook, Oregon 97141

Dear Mr. Paulson:

Thank you for informing us of the lack of gutters along Main Avenue in Tillamook.

This matter was referred to our engineering staff and I understand that action has been taken and contact has been made with your office.

If I can be of any further assistance, please feel free to contact me.

Sincerely,

George H. Baldwin
Administrator of Highways

cc: Tom Edwards
F. B. Klaboe

GLR:kw

MAYOR
HOWARD L. EDWARDS

COUNCILMEN
JOHN BANDER
JAMES D. NELSON
BLAKE D. BIBELOW
OLIVER BUEATHEM
EDWARD SCHELLING, JR.
BERNARD F. STACY

TILLAMOOK CITY

TILLAMOOK, OREGON 97141

CITY RECORDER
ESTHER WADE

CITY ATTORNEY
WARREN A. NEMINIMEE

CITY MANAGER
H. S. PAULSON

June 30, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The last several years I have written the State Highway Department concerning the deteriorated condition of certain sections of the State Highway system within Tillamook City with the expectation that something constructive would be done. The most recent letter being January 19, 1972. In response to this letter an estimate for the reconstruction of three blocks on Main Avenue and two blocks on Third Street, including intersections, was to be made. I have heard nothing further about this proposal.

Recently your Department again resurfaced Main Avenue compounding the problems of the business establishments along the section which now does not have any gutters whatsoever to care for the large amount of rain which we receive here. Last week we had a shower, and water was upon the sidewalk and into some basements. There will be all sorts of problems if something isn't done to remedy the situation before our fall rains start.

Very truly yours,

H. S. Paulson,
City Manager

HSP/e

Noted
Gary L. Ross

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1972
FOR FILING

July 18, 1972

Mr. Jack Madison, President
Tillamook County Chamber of Commerce
2105 First Street
Tillamook, OR 97141

Dear Mr. Madison:

Thank you for your letter concerning the drainage situation in Tillamook. I will ask our people to make an investigation of this immediately.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms
cc F. B. Klaboe
J. B. Boyd - Please note the attached. This matter seems to have sufficiently serious implications to indicate the necessity of taking some field data on Main Avenue in Tillamook for analysis. The data should include a couple of cross sections from building line to building line in each block and sufficient gutter grades to establish drainage patterns. Please secure this at an early date.

TILLAMOOK COUNTY CHAMBER of COMMERCE
2105 FIRST STREET -:- TILLAMOOK, OREGON 97141
PHONE 842-7525

July 17, 1972

Tom Edwards, Chief Hwy. Engr.
State Highway Building
Salem, Oregon 97310

Dear Tom:

The last time you were in Tillamook, I am sure you noticed the exceptionally high crown to the pavement of Highway 101 southbound on our Main Ave. This has been causing drainage problems in downtown Tillamook. This summer an additional surface was layed and we believe we will have a serious drainage problem this winter. There is practically no curb as the paving is at sidewalk level or above in some of the downtown area.

Our business people are concerned. I am sure the Highway Division can do something to eliminate the problem.

Thank you, Tom

Jack Madison

Jack Madison
President

JUL 18 1972

8051

(RECEIVED
JUN 5 = 1972
FOR FILING)

June 30, 1972

Mr. H. C. Elliott
Post Office Box 71
Tillamook, Oregon 97141

Dear Mr. Elliott:

Your June 22 letter in regard to low curb clearance on Main Street in Tillamook poses a problem which will require some inspection in the field.

I have asked Mr. J. B. Boyd, Regional Engineer, to contact you and make a recommendation of action to be taken.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: F. B. Klaboe
Lloyd P. Shaw
R. N. Bothman
J. B. Boyd - w/copy of the letter
Curbs are not ours. Perhaps you can advise Elliott of best remedy.

ELLIOTT - PORTMANN INSURANCE AGENCY

P. O. Box 71 — 2016 Second Street
Tillamook, Oregon 97141

TELEPHONE: 842 - 2801

AUTOMOBILE - NORTH PACIFIC INSURANCE COMPANIES

June 22, 1972.

Mr Geo M Baldwin , Administrator
Oregon State Highway Division
State Highway Building
Salem, Oregon.

Dear Mr Baldwin:

As a property owner of Main Street in Tillamook Oregon I am greatly concerned about the condition of the street as it now exists in the city block between First and Second Street here in Tillamook.

For years the Oregon State Highway Maintenance Department has continued to surface and resurface the street in this area,and in so doing the street surface hasbeen built up to a point where no curbs now exist and street drainage is greatly impared.

I own two buildings with 75 feet of frontage in thisarea and at present the street level has been brought up to one inch or less from the level of the existing sidewalk.

Due to this condition autos often unknowingly park on the sidewalk and in one instance a car parked on a metal basement door causing some damage. If this condition is allowed to continue it is possible that a serious accident could result and also there is inconvenience and possible damage from the lack of proper drainage.

It would be greatly appreciated if a survey could be made to determine a means to correct the situation.

Very truly yours,

H.C.Elliott

H.C.Elliott
P.O.Box 71
Tillamook, Oregon.

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FAX

HCE/p

FORM 6-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1972

SUBJECT: Tillamook City Streets

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

As directed by Mr. Edwards in a letter to Mr. Paulson on January 24, 1972, Region 2 recently met with City Manager H. S. Paulson of Tillamook. The discussion was on the condition of several blocks of Main Street (Oregon Coast Highway) and 3rd Street (Wilson River Highway), namely:

1. High crown
2. 2" or 3" curb exposure
3. Poor curb drainage
4. Pavement distortions

Maintenance forces premix and patch as often as necessary, but this keeps adding to the distortion and disappearance of curb.

Estimate of cost to reconstruct is $160,000 (see attached map).

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachment

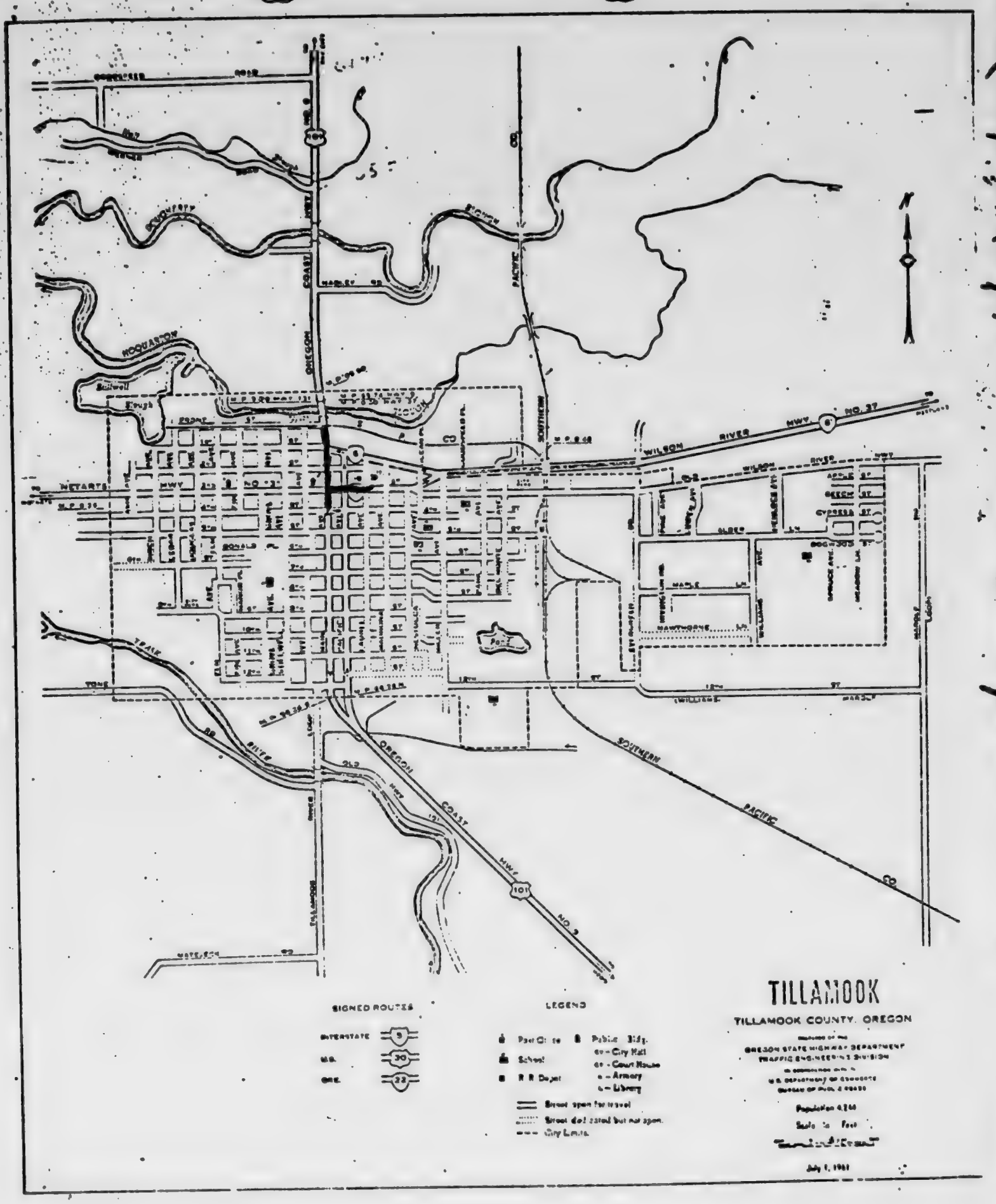
cc: J. B. Boyd

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Edwards request!

FBL
Discuss

{ 9/ Edwards letter w/ Hwy
- Tillamook - Main
- 3rd - shed railroad
Sidewalk - How? }


WILSON RIVER HWY. NO. 37
SOUTHERN PACIFIC
OREGON COAST HWY. 101
TRASK RIVER
TILLAMOOK
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
School
R R Depot
Public Bldg.
co - City Hall
co - Court House
a - Armory
l - Library
Street open for travel
City Limits
TILLAMOOK
TILLAMOOK COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
July 1, 1961

RECEIVED
FEB 17 1972

FORM S-30 (REV. 10-60)

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1972

To: Tom Edwards
STATE HIGHWAY ENGINEER

B U I L D I N G

SUBJECT: Tillamook City Streets

Region 2 recently met with City Manager H. S. Paulson of Tillamook. The discussion was on the condition of several blocks of Main Street (Oregon Coast Highway) and 3rd Street (Wilson River Highway), namely:

1. High crown
2. 2" or 3" curb exposure
3. Poor curb drainage
4. Pavement distortions

Maintenance forces premix and patch as often as necessary, but this keeps adding to the distortion and disappearance of curb.

Estimate of cost to reconstruct is $160,000 (see attached map).

Robert N. Bothman
Maintenance Engineer

By:

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachment

cc: J. B. Boyd

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-18-72

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1972

To: R. N. Bothman
MAINTENANCE ENGINEER

SUBJECT: Tillamook City Streets
Oregon Coast Highway
Wilson River Highway

Mr. Gerald Wimer at my request met with Tillamook City Manager H. S. Paulson. These streets which Mr. Paulson is bringing to our attention have been of considerable concern to me for some time. As Mr. Wimer and Mr. Paulson discussed, the main problems are the distortions, poor curb drainage, and the continuing buildup of the crown due to patching.

These streets were originally constructed with an inadequate base over deep loam soils. Continued patching has resulted in a high crown and an average 2-3 inch curb exposure with less than 1 inch at one location. We are continually pre-mixing potholes each winter and each summer the poor materials are dug out and a thin patch added.

In this area of high rainfall, better drainage should be allowed than this main curb exposure. Also the premixing in the winter and loss of aggregate gives an unsightly appearance to the town.

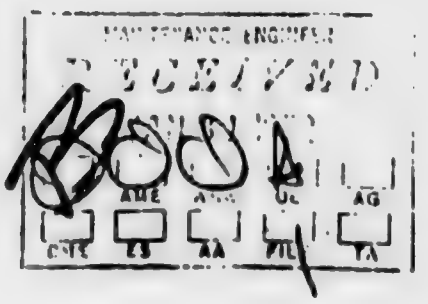
We have made a shotgun estimate for the area considered which is colored in red on the attached map, and we estimate $160,000 to properly solve this problem. Possibly a State-City cooperative project might be offered the City, but if this cannot be done, we will continue our efforts in proper patching procedures and live with what we have. Please relate to Mr. Edwards our findings.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Eldon Everton



8051

RECEIVED
JAN 24 1972
FOR FILING

January 24, 1972

Mr. E. S. Paulsen
City Manager
Tillamook City
City Hall
Tillamook, OR 97141

Dear Mr. Paulsen:

Thank you for your letter concerning the condition of Main Avenue and Third Street within the city limits of Tillamook. I am asking our Regional Engineer, Mr. J. B. Boyd, to call on you to discuss the matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TEims
cc F. B. Klaboe
E. S. Hunter
J. B. Boyd - Please contact Mr. Paulsen and report.

MAYOR
HOWARD L. EDWARDS

COUNCILMEN
JOHN SANDER
JAMES G. NELSON
BLAKE B. BIBELOW
OLIVER BUCATHEW
EDWARD SCHELLING, JR.
BERNARD F. STAGY

TILLAMOOK CITY

TILLAMOOK, OREGON 97141

CITY RECORDER
ESTHER WADE

CITY ATTORNEY
WARREN A. McMINIMEE

CITY MANAGER
H. S. PAULSON

January 19, 1972

Mr. Tom Edwards
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

I would like to bring to your attention the condition of certain sections of the State Highway system within Tillamook City.

Main Avenue, including the intersection of First Street and Main Avenue, south for several blocks are in a very bad and deteriorated condition and becoming more so each year. There have been so many lifts and patches placed on this street that in a number of places there is no gutter and street drainage is considerably impaired. We receive continual complaints on this situation from the merchants, pedestrians and motorists. This winter it has been exceptionally bad.

Third Street, within the business district, is in nearly the same condition as Main Avenue mentioned above.

These two sections of your highway system within our City are desperately in need of a major reconditioning. We would be pleased to know of any plans for such an improvement.

Very truly yours,

H. S. Paulson,
City Manager

HSP/e

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8052 S. Fk. Clackamas River— 1974
Bull Creek Sec.
(Grade flood damaged areas)

8052

April 29, 1975

Rathbone, King & Seeley
310 S.W. 4th Street
Portland, OR 97204

Gentlemen:

Contract No. 8052 awarded to Roy L. Houck Construction Company for work on the South Fork Clackamas River-Bull Creek Section of the Clackamas Highway in Clackamas County was completed on December 16, 1974, and accepted by the Administrator and State Highway Engineer on April 24, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 4, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Roy L. Houck Construction Company
2705 Lancaster Drive
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FORM 81.734.5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 23, 1975

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8052, Work Completed December 16, 1974

Project S. Fork Clackamas River-Bull Creek

Highway Clackamas County Clackamas

Type of Work Grading

Contractor Roy L. Houck Construction Co.

Recommended Acceptance Date April 24, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED

STATE HIGHWAY ENGINEER

DATE: 4-25-75

8052

April 14, 1975

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8052 for work on the South Fork Clackamas River-Bull Creek Section of the Clackamas Highway in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 11 days is granted because of Price Agreement No. 2 which added work on the project.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt
V. E. Skoog
James W. McNamee

JAB:fr dpy

#8052

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project ERFO 310(1)
S. Fork Clackamas River-Bull Creek
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons given in Mr. Coulter's April 7, 1975 letter, the 11-day extension of contract time on the subject project is considered justified and is therefore approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
APR 11 '75
REFER TO
Coulter
FOR
Init. | Insp. | R/D | D.R. | Sec.

RECEIVED
APR 11 1975
Office of
Assistant State Highway Engineer
4-11-75

NOTED
H.S. COULTER

8052 R

COM 5

Robert W. Straub

DATE April 7, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 8052
S. Fork Clackamas River--Bull Creek Section
FAP No. ERFO-310(1)

The contractor has requested a 31-day time extension for two reasons: (1) an alleged differing site condition encountered in wet toe trench excavation material, and (2) a late added slide repair price agreement.

When the project was completed on December 16, 1974, there were 11 days of liquidated damages at $100 per day. The contractor started work on the project promptly, and in early November, just before the slide problem developed, he was actually theoretically ahead of schedule (on November 2, with 59% of the time elapsed, the project was 63% completed). The slide problem was a slip-out of part of a roadbed section. The repair was covered by Price Agreement 2, dated November 15, in the amount of $27,875.00. This was a significant added item late in the contract.

We believe the 11 days needed to eliminate all liquidated damages on this contract is justified by the added work on Price Agreement 2. Your concurrence is requested in an 11-day extension.

This contractor held another ER project in the area (Contract 8069, MP 3.6 Clackamas River Road) with a tight completion requirement which was also affected by the delay on the P.A. 2 work on the subject project. A separate time extension will be submitted on it.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
Robert Church

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8052

Salem, Oregon

April 4, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S. Fork Clackamas River-
Bull Creek Section
Contract No. 8052
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Roy L. Houck Construction Company requests a 31-day time extension on two reasons:

1. An alleged differing site condition encountered in wet toe trench excavation material, and,

2. A late added slide repair price agreement.

When the project was actually completed December 16, 1974, there were 11 days liquidated damages at $100 per day. The contractor started work on the project promptly, and in early November just before the slide problem developed, he was actually theoretically ahead of schedule (on November 2 with 59 percent of the time elapsed, the project was 63 percent completed.) The slide problem was a slip-out of part of a roadbed section. The repair was covered by Price Agreement No. 2 which is dated November 15 and was in the amount of $27,875.00. This was a significant added item coming late in the contract, (it was so large that an increase in project authorization was required).

The 11 days needed to eliminate all liquidated damages on this contract is readily justified by the P.A. 2 added work. This same contractor held another ER project in the area (Contract 8069, M.P. 3.6 Clackamas River Road). This other contract had a very tight completion requirement on it and was also affected by the delay on the P.A. 2 work on the subject project.

This was an ER federally funded project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
APR 7 1975
Office of
Assistant State Highway Engineer

B-200 (Rev. 8-70)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 11, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 111 days, within which to complete our Contract No. 8052, without the assessment of liquidated damages. The said contract is described as follows:

S.Fork Clackamas River, Bull Creek Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Letter attached

Respectfully submitted,

ROY I. HOUCK CONSTRUCTION CO.
Contractor

By John E. Houck

CONSENT OF SURETY

Date February 11, 1975

We, PEERLESS INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

UPDEGRAFF INSURANCE, INC. (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8052 Contractor Roy Houck Construction Co.

Highway Clackamas

Section S. Fork Clackamas River-Bull Creek Section

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 11 day extension of contract time because of P.A. 2, added slide repair work.

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	8052
Project designation	ERFO-310(1) (State-Federal)
Date awarded	8/20/74
Work started	9/16/74
Per cent completed	100% (Date)
No. of Workdays Allowed	80
No. of Workdays Used	91
No. of Added Workdays Requested	31

ED-6765-7M

ROY L. HOUCK CONSTRUCTION CO.

HEAVY CONSTRUCTION

AN EQUAL OPPORTUNITY EMPLOYER

2706 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

February 11, 1975

Mr. James McNamee
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Re: Time Extension, Contract #8052.

Dear Sir:

Roy L. Houck Construction Company requests a time extension for OSHD Contract #8052, S.Fk. Clackamas River - Bull Creek Section. We base the request for a time extension on the following reasons:

1. Contractor started to pioneer access for the toe trench excavation in the 1214-1220 area. The material encountered inside the required toe trench excavation was saturated with water above an impervious layer of rock and cemented gravels. The material was of unsuitable nature which required removal prior to placement of rip-rap and regular embankment material within the typical section. The work required mobilization of a Dragline to the project and delay to the work resulted. The Contractor's sequential operation schedule for the contract item work was prolonged one week. We therefore request a 7 calendar day extension due to this differing site condition.

2. A slide occurred in the embankment area Station 1216-1219 above the rip-rap zone of material. The State requested that the material be removed and granular embankment be placed to stabilize the failure. Price Agreement Number 2 was executed by contractor to correct this condition. The work required re-mobilization of Dragline to area, loader, hauling equipment, acquiring additional material from U.S. Forest Service. The failure occurred in early November and work completed in early December. The completion of the project was delayed approximately 3-1/2 weeks due to the additional work. Therefore, we request an additional 24 calendar day extension of time for this contract.

Because of this additional work required to complete the project, the Contractor requests that a 31 day time extension be granted so that completion of the contract be timely.

Respectfully,
ROY L. HOUCK CONSTRUCTION CO.

Jim Lambie

L:jl

8052

FORM E-1 REV 10-69

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: S.Fk. Clackamas River-Bull Creek	SECTION: S.Fk. Clackamas River Bull Creek	WEEK ENDING: March 8, 1975
		SECTION PREFIX: 103-1031
	HIGHWAY: Clackamas	COUNTY: Clackamas
	KIND OF WORK: Grading	
CONTRACTOR: Roy L. Houck Construction Co.	CONTRACT NUMBER: 8052	FEDERAL AID PROJECT NUMBER: ERFO-310(1)
DATE OF CONTRACT: August 20, 1974	DATE WORK STARTED: Sept. 13, 1974	~~ESTIMATED~~ COMPLETION DATE: December 14, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 80	CALENDAR DAYS USED 91
PROJECT AUTHORIZATION: $ 209,503.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 114
EXCLUSIVE OF ENGINEERING: $ 192,891.33	ENGINEERING AUTHORIZATION: 19,157.40 ~~$ 20,600.65~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 210,625.00 ~~$ 192,891.33~~	ENGINEERING COST TO DATE: $ 18,050.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~OVERRUN~~ 9 %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: Dec. 16, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
					100	100		
				GRADING	Rip-rap ~~XXXXX~~	Gran Bkfl ~~XXXXXXX~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				0.1	0.4			0.3
MILES PARTIALLY COMPLETED								
MILES COMPLETED				0.1	0.4			0.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)				4340	8500			180
TOTAL QUANTITIES CORRECTED TO DATE				4810	8459	2711		110
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				4810	8459	2711		110
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Fair			
MONDAY 3	Cloudy-Clearing			
TUESDAY 4	Fair			
WEDNESDAY 5	"			
THURSDAY 6	"			
FRIDAY 28	Cloudy			
SATURDAY 1	Showers			

Kenney Scatebl
Boad Glenn
Jackmond Berg
Harwood
Johnson
Walker

RECEIVED
MAR 11 1975
CONSTRUCTION
SECTION

8052

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.Fk. Clackamas River - Bull Creek		WEEK ENDING: March 8, 1975
		SECTION PREFIX: 103-1031
HIGHWAY: Clackamas		COUNTY: Clackamas
NAME OF JOB: S.Fk. Clackamas River-Bull Creek	KIND OF WORK: Grading	
CONTRACTOR: Roy L. Houck Construction Co.	CONTRACT NUMBER: 8052	FEDERAL AID PROJECT NUMBER: ERFO-310(1)
DATE OF CONTRACT: August 20, 1974	DATE WORK STARTED: Sept. 13, 1974	~~ESTIMATED~~ COMPLETION DATE: December 14, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 80	CALENDAR DAYS USED: 91
PROJECT AUTHORIZATION: $ 209,503.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 114
EXCLUSIVE OF ENGINEERING: $ 192,891.33	ENGINEERING AUTHORIZATION: $ 19,157.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 210,625.00	ENGINEERING COST TO DATE: $ 18,050.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN: 9 %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: Dec. 16, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. 100	MAT'L PROD. 100		
			GRADING	Rip-rap	Crush Rock	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.1	0.4			0.3
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.1	0.4			0.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)			4340	8500			180
TOTAL QUANTITIES CORRECTED TO DATE			4810	8459	2711		110
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4810	8459	2711		110
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Fair			
MONDAY	3	Cloudy-Clearing			
TUESDAY	4	Fair			
WEDNESDAY	5	"			
THURSDAY	6	"			
FRIDAY	28	Cloudy			
SATURDAY	1	Showers			

Kennedy / Reed / Jackmond / Harwood / Johnson / Walker

RECEIVED
MAR 11 1975
CONSTRUCTION
SECTION

Scalzitti / Glenn / Berg

GEN GI. (JR.)

SD 7316

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 2	No Activity
MONDAY 3	"
TUESDAY 4	"
WEDNESDAY 5	"
THURSDAY 6	"
FRIDAY 28	"
SATURDAY 1	"

REMARKS

No Contract Activity

Office: 5 man days

SEMI-FINAL submitted to Region Office Thursday the 6th.

SIGNED [signature] LOCATION [redacted] Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8052 8-2-11

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 2-19-75	PROJECT NUMBER ERFU-510(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 23, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 243,503	$ 275,000
Federal Funds	$ 243,503	$ 275,000
Other revisions		

This modification is made for the following reasons:
to include increase in cost by approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.
This modification is effective as of the 19 day of February, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E S Thurston

Assistant State Hwy. Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By For G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-Aid Project
Project No. ERFO-310(1)

S. FK. CLACKAMAS RIVER-BULL CREEK SECTION

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 11, 1975

Revised Project Agreement estimate.

Type Code P.E.
Preliminary Engineering

Same as previous estimate of August 30, 1974			$ 9,500.00

Type Code 6201
Temporary Repairs (MP 41.5 & MP 42.9) (MP 42.9 should be 43.8)

Total same as previous estimate of August 30, 1974			$ 24,500.00

Type Code 6201
Permanent Restoration (MP 33.0, 41.0, 42.9)(MP 42.9 should be 43.8 & MP 46.5)

Sub-total on previous estimate of August 30, 1974			$ 184,585.00

Additional Approved Item

PA.2 Granular Embankment	2,711 cu.yd.	10.25	27,787.75
Sub-total			$ 212,372.75
Engineering			28,627.25
Total			$ 241,000.00

Length of Project - - - - - - - - - 0.386 mile
Cost of Roadway per mile- - - - - $624,353.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 9,500.00	$ 9,500.00
Temporary & Perm. Repair (S.F.)	24,500.00	24,500.00
Contract Repair	241,000.00	241,000.00
Totals	$275,000.00	$275,000.00

Group 1-100%
Contract No. 8052
Contract Prefix 103-1031
P.E. Prefix 103-1472-01
State Force Prefixes
103-4466-02
103-4466-03
103-4466-04
103-4466-05

3052

STATE COPY

Form Approved; O.M.B. No. 04-R2069

MONTHLY TRANSACTION NO. 0-9-16 9-10-39	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 5	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 9-2-74	COUNTY Clackamas
		PROJECT NO. ERFO-310(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 224 10 mi. S.W. of Estacada - S.W. 13.5

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-14-74	13.5
RIGHTS-OF-WAY		
CONSTRUCTION	1-14-74 7-24-74	13.5
OTHER (Specify)		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 243,503	$ 243,503

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. F. Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer Sept 23, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ERFO-310(1)

S. FK. CLACKAMAS RIVER-BULL CREEK SECTION

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, August 30, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 9,500.00
	$ 9,500.00

Type Code 6201
Temporary Repairs (M.P. 41.5 and M.P. 4.2) (M.P. 42.9 should be 43.8)

Repairs by State Forces

Labor	$ 12,862.00
Equipment	11,291.00
Material	347.00
	$ 24,500.00

Type Code 6201
Permanent Restoration (M.P. 33.0, M.P. 41.0, M.P. 42.9) (M.P. 42.9 should be M.P. 43.8, and M.P. 46.5)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	260 sq.ft.	3.00	780.00
Flagmen	500 hours	14.00	7,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	4,340 cu.yd.	4.50	19,530.00
Toe Trench Excavation	1,750 cu.yd.	6.00	10,500.00
Trench Excavation	65 cu.yd.	10.00	650.00
Class "B" Asphalt Concrete	180 ton	30.00	5,400.00
Lumber and Timber Treated	2.62 MFB	1,000.00	2,620.00
24-inch Culvert Pipe	150 lin.ft.	28.00	4,200.00
Extra for Pipe Under Pavement	50 lin.ft.	13.00	650.00
Concrete Inlets, Type G-2	1 only	600.00	600.00
Guard Rail, Type 2A	412 lin.ft.	15.00	6,180.00

Guard Rail Anchors, Type 1	1 only	350.00	350.00
Rail End Pieces, Type B	1 only	50.00	50.00
Loose Riprap, Class 2000	8,500 cu.yd.	10.50	89,250.00
Guide Posts	15 only	15.00	225.00
			$183,985.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
Remove and Reinstall Signs	All Required	100.00
		$ 600.00
	Subtotal	$184,585.00
	Engineering	24,918.00
	Total	$209,503.00

Length of Project - - - - - 0.386 mile
Cost of Roadway per Mile- - $542,753.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 9,500.00	$ 9,500.00
Temporary & Permanent Repair (J.F.)	24,500.00	24,500.00
Contract Repair	209,503.00	209,503.00
	$243,503.00	$243,503.00

Group 1 - 100%

Contract No. 8052

Contract Prefix: 103-1031

P.E. Prefix: 103-1472-01

State Force Prefixes:

103-4466-02
103-4466-03
103-4466-04
103-4466-05

8052

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 13, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

"NA" SIGNED BY
E. B. KLABOE

AGENDA
JAN 2 2 1975
4b-1

SUBJECT **Increase of Project Authorization**
S. Fork Clackamas River-Bull Creek Section,
Contract No. 8052

Clackamas Hwy
Bull Creek Co. - 0

This contract will overrun an estimated 10.7 percent, or $22,513.42. Roy L. Houck Construction Company is the contractor. As contracted, the project was for riprap work at four locations. A fill failure subsequently occurred above one of these locations and the repair was covered by Price Agreement No. 2 for $27,875 (participating). The overrun is entirely due to this fill replacement which required 2,500 cubic yards of imported granular embankment.

The entire project was completed December 16, 1974.

I request your approval of a $22,513.42 increase to a new total authorization of $232,017.40.

This matter will be on the agenda for your consideration at the January 22 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
Ed Hardt

JAB:fr srb

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 6, 1975

FILE: CON 5 #8052

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S. Fork Clackamas River-
Bull Creek Section
Contract No. 8052

TO: H. S. Coulter
Assistant State Highway Engineer

This contract will overrun an estimated 10.7%, or $22,513.42. This is entirely due to a fill failure which required 2,500 c.y. of imported granular embankment to repair. As contracted, the project was for riprap work at four locations. The fill failure subsequently occurred above one of these locations and the repair was covered by Price Agreement No. 2 for $27,875.00 (participating).

The entire project was completed December 16, 1974. Roy L. Houck is the contractor.

Form E-372 and a rough draft letter to the Transportation Commission are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 6 1975
Office of
Assistant State Highway Engineer

8052

Form B-37J (Rev. 10-68)

J

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project S. Fk. Clackamas River - Bull Creek Date 12/23/74

Highway Clackamas Contract No. 8052

County Clackamas Kind of Work Grading Contractor Roy L. Houck Const Co.

	Authorized	Estimated	
Contract Amount	183,985.00	183,985.00	
Anticipated Items	600.00	0	
Contingency (4½%)	8,306.33	28,875.00	
Engineering	16,612.65	19,157.40	
Credits	-	-	
PROJECT COST	209,503.98	232,017.40	(+10.7%)
	NET INCREASE $	22,513.42	(10.7%)

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) General Excavation		+ 2,250.00
P.A. 2 = $27,875.00		
(U) Granular Embankment		+ 25,625.00

APPROVED BY COMMISSION January 22, 1975 (Section)

Principal reasons for overruns (Continue on reverse side): Slide Correction - PA # 2

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Confirmed by _____ Division Engineer

Noted by _____ Construction or Bridge Engineer

Noted by _____ Deputy or State Highway Engineer

#8052

STATE COPY

cc: cc: OSHD (H S Coulter)
Wash DC (HHD-32)

10-21-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Clackamas	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
10-21-74	W. N. Bryant, Area Engineer		ERFO-310(1)

IN COMPANY WITH

Jim McNamee, Resident Engineer, OSHD

LOCATION

Intermittent locations along the Clackamas River Road between MP 33.0 and MP 46.5.

CONTRACTOR NAME AND ADDRESS

Roy L. Houck, Salem, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8-20-74	$183,985.00	80 cal. days	9-17-74	9-16-74
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	44%	40%	

REMARKS

COPY SENT

OCT 25 1974

Washington

SOUTH FORK CLACKAMAS RIVER-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Grading

This project provides for the permanent restoration of roadway damage sustained during the January 1974 flood. The work includes the replacement of lost riprap (approx. 8500 CY), regrading and repaving with asphalt concrete pavement, and the construction of a wooden revetment.

To date, except for the hauling and stockpiling of riprap material at other damaged areas, the work has been limited to riprap placement at MP 46.5 which requires approximately 6500 CY of riprap material as well as minor incidental drainage work.

The work is proceeding in a satisfactory manner. All work is expected to be completed well within the contract time and prior to winter high water conditions. The riprap material being incorporated into the work has been inspected and found to meet the specification requirements.

RECEIVED
OCT 28 1974
Office of
Assistant State Highway Engineer

REFER TO 23.7 FOR 7.8

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

8052

Roy L. Houck Construction Co.
2703 Lancaster Drive, N.E.
Salem, OR 97303

August 21, 1974

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for work on the S. Fk. Clackamas River-Bull Creek Section of the Clackamas Highway in Clackamas County for the sum of $183,985. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 8052.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Read
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
E. L. Hardt
James McNamee
Wm. Geibel (SAIF)

8052

WILDLIFE COMMISSION

NOTED
E. S. HUNTER

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

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DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

August 15, 1974

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Versteeg
A. Olson
Scott
Swanson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County.
We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County.
We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County.
We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County.
This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we

encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

8052 8-12-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. ERFO 310 (1)

STATE PROJECT NO. SOUTH FORK CLACKAMAS RIVER BULL CREEK SECTION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. ER-42

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ORIGINAL TO
Julien w/copy
8-16-74

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 24, 1974	JULY 24, 1974	SECONDARY ROUTE 136 / SECONDARY ROUTE 171

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify) TEMPORARY EROSION CONTROL $500.00
REMOVE & REINSTALL SIGNS 100.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S JULY 22, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 14 '74
REFER TO
Hewitt
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-74		DIVISION ENGINEER

FHWA PR-1240 (REV. 6-68) IS OBSOLETE AND STOCKS OF FORM PR-1240 (REV. 6-68) SHOULD BE DISPOSED OF.

8052

cc: L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (2)
A. E. Shirley (2)
Carl Williams (2)

cc's made and sent July 26, 1974

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
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Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 23, 1974

RECEIVED
JUL 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

We have reviewed the following proposed projects transmitted to us by your letter of July 9, 1974. Our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County
Sheet three of the plans show the new road alignment to be away from the river bank and although the toe of the slope is not shown, the profile indicates the toe will be away from the stream edge. We therefore anticipate no fishery conflicts from this proposal.

2. Fifteenmile, Ramsey & Larch Creek Bridges, FAS 709, 710
Wasco County
As these projects are in an area that the Oregon Wildlife Commission has more activity, we will support their recommendations and comments.

3. South Fork of Clackamas River - Bull Creek Section,
Clackamas Highway, Clackamas County
Mr. Jim McNamee, Resident Engineer, indicated to us that this proposal is a storm damage repair of the same nature that we reviewed with him last year. Thus we suggest the same recommendations and procedures be

used as on last year's storm damage repair. We understand that only station area 1216 to 1221 (M.P. 4635) will require work in the stream to provide the riprap toe trench and 2,000 pound riprap protection. Regarding this we recommend that the toe trench be excavated by equipment from the bank such as backhoe clam shell and not a bulldozer in the stream. Also the riprap should be placed in lifts from the bank and not end dumped over the shoulder of the road to let ravel out into the stream. The timing limitations on this project may be waivered as before if the Oregon Wildlife Commission and the Fish Commission of Oregon are notified prior to instream operation; and they have the authority to halt or modify operations in the stream if conflicts become excessive or sport fishing downstream becomes affected.

We appreciate the opportunity to offer fishery safeguard recommendations on these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission - Portland
J. Massey, Oregon Wildlife Comm. - Clackamas
Division of State Lands - Salem

8053 Hubbard Intchg.-Woodburn Intchg. Pacific Highway (Landscaping) 1974

053

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2069
MONTHLY TRANSACTION NUMBER 3-17		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 2	3-2-79	Project Number I-5-5(61)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 9 , 19 74 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 266,000.00	$ 280,000.00
Federal funds	$ 245,385.00	$ 258,356.00
Other revisions		

This modification is made for the following reasons:

Increase in Construction Bid Item Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of March , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

BY For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FH-2A (Rev. 10-75) Previous editions are obsolete GPO 927 464

Gen. File

Oregon State Highway Division
Salem, OR February 26, 1979

Federal Aid Project
No. I-5-5(61)274

Hubbard Interchange-Woodburn Interchange
Pacific Highway in Marion County

Revised Project Agreement Estimate

Type Code Y003
Roadside Landscaping (Sta. 645+10 thru. Eq. 1027+28.94 bk- 1026+69.77 ahd. to Sta. 1149+00)

Subtotal of previous estimate of Sept. 26, 1978			$236,715.10
Previous Estimate			
Bark Mulch	810 units	48.71	$ 39,455.10
Revised Estimate			
Bark Mulch	1,032 units	48.71	$ 50,268.72
		difference	$ 10,813.62
		Sub-total	247,528.72
		Engineering	32,471.28
		Total	$280,000.00

Length of Roadway - - - 0.0 mile

Federal Funds - - -	$258,356.00
State Funds - - - -	21,644.00
Total	$280,000.00

Group 1 - 100%
Contract 8053
Prefix 624-1088

8053

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2069
MONTHLY TRANSACTION NUMBER: 10-22		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion
MODIFICATION NUMBER: 1	10-3-78	Project Number: I-5-5(61)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 9, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$260,386.00	$266,000.00
Federal funds	$240,258.00	$245,385.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of October, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Lunke

Technical Services Engineer
(Title)

XXX By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-76)

Previous editions are obsolete

GPO 927 464

Gen. file

Oregon State Highway Division
Salem, Oregon September 26, 1978

Federal Aid Project
No. I-5-5(61)274

Hubbard Interchange-Woodburn Interchange
Pacific Highway in Marion County

Revised Project Agreement Estimate.

Type Code Y003
Roadside Landscaping (Sta. 645+10 thru Eg. 1027+28.94 bk.-1026+69.77 Ahd. to Sta. 1149+00)

Subtotal of Previous Estimate of September 3, 1974		$236,715.10
	Subtotal	$236,715.10
	Engineering	29,284.90
	TOTAL	$266,000.00

Length of Roadway ---------- 0.0 mile

Federal Funds ----------	$245,385.00
State Funds ----------	20,615.00
TOTAL	$266,000.00

Group 1 - 100%
Contract: 8053
Prefix: 624-1088

8052

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
9-26	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY: Marion
PROJECT REPORT NO.: 4	9-12-74	PROJECT NO.: I-5-5(61)274

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Woodburn Intchge., N. 9.55 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-15-73	0.0
OTHER *(Specify)*		

FUNDS: Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 260,386	$ 240,258

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Harry E. Wells
(Division Engineer)
for G. L. Green

Date executed by Division Engineer: SEP 12 1974

Form PR-2 (Rev. 9-73) Previous Edition will be used.

8052

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
9-26	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY: Marion
PROJECT REPORT NO.: 4	9-12-74	PROJECT NO.: I-5-5(61)274

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Woodburn Intchge., N. 9.55 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	5-15-73	0.0
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS: Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 260,386	$ 240,258

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for G. L. Green

Date executed by Division Engineer: SEP 12 1974

Form PR-2 (Rev. 9-73) Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-5-5(61)274

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE

PACIFIC HIGHWAY IN MARION COUNTY

Salem, Oregon, September 3, 1974

Project Agreement Estimate

Type Code Y003
Roadside Landscaping (Sta. 645+10 Thru. Eq. 1027+28.94 bk = 1026+69.77 AH to Sta. 1149+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,313.00
Temporary Signs	122 sq.ft.	7.50	915.00
Flagman	52 hours	16.00	832.00
Furnishing and Planting Trees	410 only	26.40	10,824.00
Furnishing and Planting Shrubs	12,300 only	4.62	56,826.00
Furnishing and Planting Vines	39,400 only	0.25	9,850.00
Planting State Furnished Roses	17,700 only	1.97	34,869.00
Mushroom Compost	5,600 cu.yd.	7.39	41,384.00
Bark Mulch	810 units	48.71	39,455.10
			$199,268.10

Anticipated Items

Temporary Erosion Control	All Required		$ 100.00
State Furnished Roses	17,700 only	2.11	37,347.00
			$ 37,447.00

Subtotal	$236,715.10
Engineering	23,670.90
Total	$260,386.00

Length of Roadway - - - - - - - - - 0.0 mile

Federal Funds ----------	$240,258.00
State Funds ----------	20,128.00
Total ----------	$260,386.00

Group No. 1 - - - - 100%
Contract No. - - - 8053
Prefix - - - - - - 624-1088

8053

January 31, 1979

Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Attention: Dick Slesson

Gentlemen:

Contract No. 8053 awarded to Landsystems, Inc. for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties was completed on January 30, 1975, and accepted by the State Highway Engineer on January 25, 1979.

Final payment in the amount of $7,265.65 will be released to Everette H. Williams, Trustee in Bankruptcy of Landsystems, Inc., 712 Dekum Building, Portland, OR 97204 after February 6, 1979. The total contract amount is $202,291.23 including $2,992.41 for work performed under force account.

You have been advised previously of claims filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

221 5351 Everette H. Williams
Trustee in Bankruptcy of Landsystems, Inc.
712 Dekum Building
Portland, OR 97204

bc: Jack Sollis
C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

FORM 61.784.0000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

January 31, 1979

FROM: R. D. Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8053, Work Completed January 30, 1975

Project Hubbard Intch. - Woodburn Intch.

Highway Pacific

Counties Marion and Clackamas

Type of Work Roadside Improvement

Contractor Landsystems, Inc.

Recommended Acceptance Date January 25, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

Letter sent to surety on 1-31-79 by Karen.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 1-25-79

8053

8

Dick Hasek
Highway Accounting

January 23, 1979

C. W. Read
Commission Services

Landsystems, Inc.
Contract No. 8053
Hubbard Interchange-Woodburn Interchange
Pacific Highway
Marion & Clackamas Counties

Attached is a copy of a letter from R. L. Slosson, Supervisor, Claims Department, Insurance Company of North America, surety on the above contract.

Mr. Slosson is giving us permission to release the retainage on this contract to Everette H. Williams, Trustee in Bankruptcy for Landsystems, Inc., and mail to him at 712 Dekum Building, Portland, Oregon, 97204.

It is my understanding that an acceptance date will be coming in the near future from our Construction Office.

CWR:kkr

Attachment

cc: Jack Sollis
C. T. Keasey
Gerald Inloes
Robert Church

Insurance Company of North America
1000 Denny Building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

January 18, 1979

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: C. W. Head, Commission Services

RE: File: 941 B 32 94 38-X
Insd: State of Oregon
Clmt: Land Systems, Inc.
D/E: 1/30/75

Dear Mr. Head:

We have your letter of January 10, 1979 and we have been following the progress of this matter. It appears that you have personally sent out checks on this matter, resolving the problem. If you are assured at this time that there appears to be no further claim to be made against the bond, you have our permission to release this retainage to Mr. Williams, the Trustee in Bankruptcy.

Yours very truly,

R. L. Slosson
Supervisor
Claims Dept.

am

cc: Jerome B. Shank
Tom DeHart

RECEIVED
JAN 22 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8053

8

January 10, 1979

R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Re: Landsystems, Inc., Contract No. 8053
Hubbard Interchange-Woodburn Interchange
Pacific Highway
Marion & Clackamas Counties

Dear Mr. Slosson:

Attached is a copy of a letter from Jerome B. Shank concerning the remaining retainage with the above contract.

Do we have your approval to release the remaining funds of this contract to Everette H. Williams, Trustee in Bankruptcy of Landsystems, Inc., as outlined in Mr. Shank's letter?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWHidda
Attachment

bc Jack Sollis
C. T. Keasey
Vernon Skoog Attn: Dick Hacek
Gareld Inloes
Bob Church

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES
ATTORNEYS AT LAW
1111 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

AREA CODE 503
TELEPHONE
227-1111

GILBERT SUSSMAN
JEROME B. SHANK
NORMAN WAPNICK
BARRY P. CAPLAN
WILLIAM N. STILES
JOHN R. CAVENPORT
JEFFREY R. SPERE
RONALD A. SHELLAN

January 2, 1979

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: C. W. Head, Commission Services

Gentlemen:

Re State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

I acknowledge receipt of your letter dated December 29, 1978. The bankruptcy case is still pending in Federal Court and the remaining retainage should be made payable to "Everette H. Williams, Trustee in Bankruptcy of Landsystems, Inc.", and mailed to him at 712 Dekum Building, Portland, Oregon 97204.

Sincerely,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

Jerome B. Shank

JBS/nj
cc Everette H. Williams
R. L. Slosson
Tom DeHart

RECEIVED
JAN 3 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 29, 1978

Mr. Jerome Shenk
Attorney at Law
1111 American Bank Building
Portland, OR 97205

RE: State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

Dear Mr. Shenk:

The State Highway Division has now paid all employee wage claims on the subject contract. We do not know if the material claims, totaling $17,751.70, have been satisfied.

We presume the Landsystems, Inc. bankruptcy matter has been resolved, and we anticipate releasing the remaining retainage on the contract to the surety, Insurance Company of North America.

If we do not hear to the contrary by January 15, 1979, your concurrence will be assumed.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ms:CWH:kkr

cc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Tom DeHart
Insurance Company of North America
P. O. Box 911
Portland, OR 97207

bc: Jack Sollis
C. T. Keasey
V. E. Skoog (Attn: Jim Kinns)
Gareld Inloes
Bob Church

Mr. Jerome Shank
Attorney at Law
1111 American Bank Building
Portland, OR 97205

Dear Mr. Shank:

Re: State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

The State Highway Division has now paid all employee wage claims on the subject contract. We do not know if the material claims, totaling $17,751.70, have been satisfied.

We presume the Landsystems, Inc. bankruptcy matter has been resolved, and we anticipate releasing the remaining retainage on the contract to the surety--Insurance Company of North America. If we do not hear to the contrary by January 15, 1979, your concurrence will be assumed.

cc R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Tom DeHart
Insurance Company of North America
P. O. Box 911
Portland, OR 97207

bc Jack Sollis
C. T. Keasey
V. E. Skoog, attn Jim Kinns
Gareld Inloes

APPROVED
(JCS)
Chief Counsel
Oregon Department of Transportation

ms:CWH:kkr

NOTED
C. W. HEAD

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

December 18, 1978

Elfigo Sedillo
1103 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $83.23 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

Form 61-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Elfigo Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $83.23 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Elfido Sedillo
Signature

Dec. 18, 1978
Date

MS:mk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Elfigo Sedillo
158 SW Oak
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Elfigo Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $83.23 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

December 18, 1978

Lorenzo Sedillo
1103 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $198.69 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Lorenzo Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $198.69 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

LORENZO SEDILLO
Signature

12-18-78
Date

MS:mk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Lorenzo Sedillo
158 SW Oak
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Lorenzo Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $198.69 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

December 18, 1978

Richard Sedillo
1103 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $190.63 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headlatt.
Jack Sollis
Highway Accounting

NOTED
C. W. HEADLATT

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Richard Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $190.63 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

RICHARD SEDILLO
Signature

12-18-78
Date

MS:mk

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Richard Sedillo
158 SW Oak
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Richard Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $190.63 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

_____
Signature

_____
Date

MS:mk

#8053

Department of Transportation
STATE HIGHWAY DIVISION

December 7, 1978

Kraig Deveridge
2214 N. Willamette
Portland, OR 97217

Enclosed is State Highway Division check for $1,113.15 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headratt.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3/75

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Kraig Beveridge, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,113.15 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Kraig M Beveridge
Signature

11-24-78
Date

MS:mk

Keasey — RECEIVED — Richards
Hopkins — NOV 27 1978 — Inlow
Williams — Widmer
Johnson — CONSTRUCTION — Gebauer
Glenn — BRANCH — Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

Peter Hernandez
Rt. 2, Box 163M
Dayton, OR 97114

Enclosed is State Highway Division check for $1,232.69, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3/83

C. W. Read
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Peter Hernandez, has a claim for labor performed on State Highway Contract No. 3053 with Landsystems, Inc. in the sum of $1,233.69 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Peter Hernandez
Signature

Oct 22 1978
Date

MS:mk

Kessey Jackmond Hopkins Williams Johnson Glenn

RECEIVED
OCT 24 1978
CONSTRUCTION BRANCH

Richards Berg Inloes Widmer Gebauer Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Peter Hernandez
813 Ash Street
Dayton, OR 97114

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Peter Hernandez, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,232.69 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

_____
Signature

_____
Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

Fernando Siller
8755 N. Wayland
Portland, OR 97203

Enclosed is State Highway Division check for $192.88, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Fernando Siller, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $192.88 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Fernando Siller
Signature

10/23/78
Date

MS:mk

RECEIVED
OCT 25 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Fernando Siller
3532 N. Baldwin
Portland, OR 97217

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Fernando Siller, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $192.88 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

_____
Signature

_____
Date

MS:mk

8053

A

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

Steve Duncan
4249 N. Alaska #800
Portland, OR 97203

Enclosed is State Highway Division check for $676.62, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3/83

C. W. Read
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Steve Duncan, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $676.62 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Steve Duncan
Signature

Oct 22, 1978
Date

MS:mk

Kussey, Jackmond, Hopkins, Williams, Johnsen, Glenn
RECEIVED
OCT 24 1978
CONSTRUCTION BRANCH
Richards, Berg, Inloes, Widmer, Gebauer, Church

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Steve Duncan, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $676.62 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Steve Duncan
Signature

Oct 22, 1978
Date

MS:mk

Kussey — Jackmond — Hopkins — Williams — Johnsen — Glenn

RECEIVED
OCT 24 1978
CONSTRUCTION BRANCH

Richards — Berg — Inloes — Widmer — Gebauer — Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Steve Duncan
9221 N. Lombard, Apt. 12
Portland, OR 97203

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:ml:

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Steve Duncan, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $676.62 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

_____
Signature

_____
Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

William Barbis
433 7th Avenue
Eastside, OR 97420

Enclosed is State Highway Division check for $948.48, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81.79

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, William Barbis, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $948.48 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

William R. Barbis
Signature

October 21, 1978
Date

MS:mk

Kessey Jeckmond Hopkins Williams Johnsen Glenn
RECEIVED
OCT 23 1978
CONSTRUCTION BRANCH
Richards Berg Inloes Widmar Gebauer Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

William Barbis
6724 SE 72nd, Apt. A-11
Portland, OR 97206

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, William Barbis, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $948.48 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

_____
Signature

_____
Date

MS:mk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 3, 1978

Ron Baltazar
6051 NE Simpson
Portland, OR 97218

Enclosed is State Highway Division check for $649.77, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headratt.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3/69

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Ron Baltazar, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $649.77 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Ron Baltazar
Signature

10/18/78
Date

MS:mk

RECEIVED
OCT 19 1978
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church
Johnson
Glenn

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 26, 1978

Ernest Caballero
266 E. Lincoln St.
Woodburn, OR 97071

Enclosed is State Highway Division check for $279.64, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:ml:

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Ernest Caballero, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $279.64 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Ernest Caballero
Signature

new address

Oct-15-1978
Date

266 E. Lincoln St.
Woodburn, Or 97071

MS:mk

Kessey Jackmond Hopkins Williams Johnsen Glenn

RECEIVED
OCT 17 1978
CONSTRUCTION BRANCH

Richards Berg Inloes Widmer Gebauer Church

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Ernest Caballero
246 NW Freeman Ave.
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
~~Construction Engineer~~

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Ernest Caballero, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $279.64 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:nk

8053

Department of Transportation

STATE HIGHWAY DIVISION

October 25, 1978

Jose Luis Tamez
18250 SW Shaw, Apt. #1
Aloha, OR 97005

Enclosed is State Highway Division check for $161.70, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Kenney
Construction Engineer

By ORIG SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headlatt.
Jack Sollis
Highway Accounting

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Jose Luis Tamez, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $161.70 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Jose Luis Tamez
Signature

10-16-78
Date

MS:mk

Kosey — RECEIVED — Richards
Jackmond — Berg
Hopkins — OCT 17 1978 — Inloes
Williams — Widmer
Johnson — CONSTRUCTION — Gebauer
Glenn — BRANCH — Church

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Jose Luis Tamez
18250 SW Shaw, Apt. #1
Aloha, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3192

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

James Manning
1537 SE Maple
Portland, OR 97214

Enclosed is State Highway Division check for $1,119.29, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headlatt.
Jack Sollis
Highway Accounting

Form 81-734 3/75

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, James Manning, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,119.29 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

James M Manning
Signature

Oct. 15 1978
Date

MS:mk

Kersey Richards
Jackmond Berg
Hurblin Inlow
Williams Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

RECEIVED
OCT 16 1978

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

James Manning
1537 S.E. Maple
Portland, OR 97214

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Steve Baltazar, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $177.87 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Steve A Baltazar
Signature

10/13/78
Date

MS:mk

Kensey Jackmond Hopkins Williams Johnsen Glenn
RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH
Richards Berg Inloes Wismer Gebauer Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Ron Baltazar
6051 NE Simpson
Portland, OR 97218

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

8053

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Tony Gonzales
P. O. Box 39
Cornelius, OR 97113

Enclosed is State Highway Division check for $148.32, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Tony Gonzales, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $148.32 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Tony Gonzales
Signature

10/13/78
Date

MS:mk

Keasey
Richards
Richmond
Berg
Murphins
RECEIVED
Inlaca
Williams
OCT 16 1978
Widmer
Johnsen
CONSTRUCTION
Gebauer
Glenn
BRANCH
Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Tony Gonzales
P. O. Box 39
Cornelius, OR 97113

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

8053

Department of Transportation

STATE HIGHWAY DIVISION

October 25, 1978

Clifford Hickithier
360 SW 132nd
Beaverton, OR 97005

Enclosed is State Highway Division check for $1,048.57, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att ✓
Jack Sollis
Highway Accounting

Form 61-704 3/68

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Clifford Hickethier, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,048.57 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Clifford Hickethier
Signature

10-13-78
Date

MS:mk

Keasey Jackmond Hopkins Williams Johnsen Glenn
RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH
Richards Berg Inlow Widmer Gebauer Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Clifford Hickithier
360 SW 132nd
Beaverton, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3/73

8053

Department of Transportation

STATE HIGHWAY DIVISION

October 25, 1978

Robert Castellano
18665 SW Alexander
Aloha, OR 97005

Enclosed is State Highway Division check for $166.40, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headratt.
Jack Sollis
Highway Accounting

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Robert Castellano, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $166.40 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Robert Castellano
Signature

10/13/78
Date

MS:mk

Kessey Jackmond Hopkins Williams Johnsen Glenn
RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH
Richards Berg Inloes Widmer Gebauer Church

ROBERT W. STRAUB
Governor

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Robert Castellano
18665 SW Alexander
Aloha, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-7

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Carl Cayanus
8300 SW Greenway #41
Beaverton, OR 97005

Enclosed is State Highway Division check for $870.53, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headratt.
Jack Sollis
Highway Accounting

Form 81-754 3/75

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Carl Cayanus, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $870.53 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Carl Cayanus
Signature

10/14/78
Date

MS:mk

Kensey
Jackmond
Hupkins
Williams
Johnsen
Glenn

RECEIVED
OCT 16 1978
CONSTRUCTION
BRANCH

Richards
Perry
Inlow
Widmer
Gebauer
Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Carl Cayanus
12765 SW Evergreen
Beaverton, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3/79

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Domingo Flores
1123 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $234.55, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
[illegible]
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headratt.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Keesey Jackmond Hopkins Williams Johnsen Glenn
RECEIVED
OCT 13 1978
CONSTRUCTION BRANCH
Richards Berg Inlow Widmer Gebauer Church

Notice is hereby given that the undersigned, Domingo Flores, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $234.55 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

1123

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Domingo Flores
P. O. Box 98
Cornelius, OR 97113

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734

#8053

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Kraig Beveridge
2214 N. Willamette
Portland, OR 97217

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3/73

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Kraig Beveridge, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,113.15 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

_____
Signature

_____
Date

MS:mk

8053

9

June 14, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Mr. Jerome Shank
Attorney at Law
1111 American Bank Building
Portland, OR 97205

Re: State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

Gentlemen:

The State Highway Division has retained $16,758.66 on this contract. Wage claims total $9,493.01. A list of the underpaid employees, the amount owing each and their current known addresses is attached. This information was sent to Mr. Slosson on May 3.

We should mention that even though we previously had anticipated paying the employees directly and had obtained permission from both Mr. Slosson and Mr. Shank to do so, we must insist that the bonding company make payment to the employees and furnish copies of cancelled checks. This change is based on advise from our Legal Counsel.

We have on file material claims totaling $17,751.70 with no record that they have been satisfied. These claims are: Samuel J. Rich, Inc., $2,375.00; Van Meter Nursery, $9,243.20; and Lance Staab Nursery, $6,133.50.

Our Legal Counsel advises that before the balance of the retainage can be released, we must have a joint letter from the surety and the trustee in bankruptcy indicating agreement as to the disposition of the remaining funds.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON [illegible]
6-15-78 [illegible]

Attachment

MS:mk:CWH:kkr

bc: Jack Sollis
Gerald Inloes
C. T. Keasey

HUBBARD INTCH.-WOODBURN INTCH.
CONTRACT 8053

UNDERPAID EMPLOYEES

EMPLOYEE	SOC.SEC.NO.	AMOUNT
James Manring 1537 S.E. Maple Portland, OR	----------	$1,119.29
Clifford Mickithier 360 SW 132nd Beaverton, OR 97005	543-32-7442 or 541-72-0375	$1,048.57
Peter Hernandez 813 Ash Street Dayton, OR 97114	542-64-2957	$1,232.69
Kraig Beveridge 2214 N. Willamette Portland, OR 97217	540-42-7308	$1,113.15
Jose Luis Tarez 18250 SW Shaw, Apt. #1 Aloha, OR 97005	519-56-2409	$ 161.70
Domingo Flores P. O. Box 98 Cornelius, OR 97113	519-58-9217	$ 234.55
Elfigo Sedillo 158 SW Oak Hillsboro, OR 97123	526-21-7988	$ 83.23
Richard Sedillo 158 SW Oak. Hillsboro, OR 97123	526-41-3144	$ 190.63
Robert Castellano 18665 SW Alexander Aloha, OR 97005	458-84-3289	$ 166.40
Ernest Caballero 246 NW Freeman Ave. Hillsboro, OR 97123	568-64-9440	$ 279.64
Tony Gonzales P. O. Box 39 Cornelius, OR 97113	----------	$ 148.32

EMPLOYEE	SOC.SEC.NO.	AMOUNT
Lorenzo Sedillo 158 SW Oak Hillsboro, OR 97123	555-64-9030	$ 198.69
Fernando Siller 3532 N. Baldwin Portland, OR 97217	----------	$ 192.88
Carl Cayanus 12705 SW Evergreen Beaverton, OR	532-56-1482	$ 870.53
William Barbis 6724 SE 72nd, Apt. A-11 Portland, OR 97206	----------	$ 948.48
Steve Duncan 9221 N. Lombard, Apt. 12 Portland, OR 97203	541-62-4918	$ 676.62
Ron Baltazar 6051 NE Simpson Portland, OR 97218	541-72-0760	$ 649.77
Steve Baltazar 2206 NE 10th Ave. Portland, OR 97212	544-70-8806	$ 177.87

June 7, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Mr. Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

APPROVED
Chief Counsel
Oregon Department of Transportation

Re: State Highway Contract 8053
Landsystems, Inc.,
Bankruptcy 77-03350
File: 941 B 32 94 38-X

Gentlemen:

The State Highway Division has retained $16,758.66 on this contract. Wage claims total $9,493.01. A list of the underpaid employees, the amount owing each, and their current known addresses is attached. This information was sent to Mr. Slosson on May 3.

We should mention that even though we previously had anticipated paying the employees directly and had obtained permission from both Mr. Slosson and Mr. Shank to do so, we must insist that the bonding company make payment to the employees and furnish copies of cancelled checks. This change is based on advice from our Legal Counsel.

We have on file material claims totaling $17,751.70 with no record that they have been satisfied. These claims are:

Samuel J. Rich, Inc.	$2,375.00
Van Meter Nursery	9,243.20
Lance Staab Nursery	6,133.50

The Highway Division must have assurance from the surety that the wage claims have been paid. Also, our Legal Counsel ad-

vises that before the balance of the retainage can be released, we must have a joint letter from the surety and the trustee in bankruptcy indicating agreement as to the disposition of the remaining funds.

Attach.

bc: Jack Sollis
Gareld Inloes
C. T. Keasey

MS:mk

May 17, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Dear Mr. Slosson:

Thank you for your letter of May 11 with attachments concerning the Landsystems, Inc., Contract No. 8053 for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Copies of your letter are being forwarded to Warren Richards, Construction Branch; Dick Hacek, Highway Finance Branch; and Jack Sollis, Legal Counsel.

As requested, we are enclosing copies of claim letters filed on the contract from Samuel J. Rich, Inc., Van Meter Nursery and Lance Staab Nursery.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Enc.

bc Warren Richards
Dick Hacek
Jack Sollis

Insurance Company of North America
1000 Denny building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

INA

May 11, 1978

Department of Transportation
Transportation Building
Salem, OR 97310

ATTENTION: C. W. Head

File: 941 B 32 94 38-X
Insd: State of Oregon
Principal: Land Systems, Inc.
D/E: 1/30/75

Dear Mr. Head:

I am returning a copy of your letter of May 3, and the original of the signature page you requested I sign. I hope that you will not dispose of the excess retention at this time without first consulting me. I had no idea of the outstanding claims for material that have been alleged as a result of this contract. I would appreciate having copies of any of these claims that have been made.

I also have several other outstanding bond claims with Land Systems which we may have to respond for under our policy. Under the circumstances the retention in this particular matter maybe the only retention available to us. Thank you for your cooperation.

Yours truly,

R. L. Slosson
Claims Supervisor

RLS/sf

cc: Portland Claims

RECEIVED
MAY 15 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAY 15 1978
HIGHWAY ACCOUNTING

NOTED
C. W. HEAD

B.R.7.16

United States District Court

FILED
FEB 7 1978
BANKRUPTCY COURT

For the ---------- District of OREGON

In re

LANDSYSTEMS, INC.,
an Oregon Corporation

Bankruptcy No. 77-03350

Bankrupt *

ORDER APPROVING TRUSTEE'S BOND

The bond filed by Everette H. Williams

of ** 712 Dekum Bldg., Portland, OR 97204 as trustee

of the estate of the above-named bankrupt is hereby approved.

Dated: February 7, 1978

Bankruptcy Judge
Donal D. Sullivan

* *Include all names used by bankrupt within last 6 years.*

** *State post office address.*

FPI-NI—7-19-72-500M-856

Certified to be a true and correct
copy of original filed in this office:

FOLGER JOHNSON
DONAL D. SULLIVAN
HENRY L. HESS, JR.
BANKRUPTCY JUDGES

Date 2/24/78 By Deb

8053

8

cc Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

Jack Sollis
Gerald Inloes
C. T. Keasey

May 3, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Dear Mr. Slosson:

RE: File: 941 B 32 94 38-X
Landsystems, Inc.
Hubbard Int.-Woodburn Int.
Contract No. 8053

Your February 9 letter asked for the current status of this file. Attached is a copy of the Trustee's Bond in the bankruptcy of Landsystems, Inc. The Trustee, Everette H. Williams, has asked that any money remaining after paying the labor claims be turned over to him.

In your December 20, 1977, letter, you said there are no valid outstanding claims other than the wage claims. We have on file material claims totaling $17,751.70, with no record that they have been satisfied. They are: Samuel J. Rich, Inc., $2,375.00; Van Meter Nursery, $9,243.20; and Lance Staab Nursery, $6,133.50. Perhaps these are claims which you have already satisfied.

Attached is a list of the underpaid employees, their current addresses (as far as we have been able to determine), and the amount owing each. Please sign the enclosed release to authorize us to make payment directly to these employees.

The amount retained on this contract is $16,758.66. The labor claims total $9,493.01. If there are in fact no other valid claims, there will be a balance of $7,265.65.

I suggest that you contact Mr. Williams to arrive at an understanding as to whom the Highway Division shall send the remaining balance of the retainage on the contract. His address and phone number are: 712 Dekum Building, Portland, OR 97204; (503) 227-5351.

Very truly yours,

C. W. Head
COMMISSION SERVICES

WR:ms:CWH:dda
Attachments

HUBBARD INTCH.-WOODBURN INTCH.
CONTRACT 8053

UNDERPAID EMPLOYEES

EMPLOYEE	SOC.SEC.NO.	AMOUNT
James Manning 1537 S.E. Maple Portland, OR		$1,119.29
Clifford Hickithier 360 SW 132nd Beaverton, OR 97005	543-32-7442 or 541-72-0375	$1,048.57
Peter Hernandez 813 Ash Street Dayton, OR 97114	542-64-2957	$1,232.69
Kraig Beveridge 2214 N. Willamette Portland, OR 97217	540-42-7308	$1,113.15
Jose Luis Tamez 18250 SW Shaw, Apt. #1 Aloha, OR 97005	519-56-2469	$ 161.70
Domingo Flores P. O. Box 98 Cornelius, OR 97113	519-58-9217	$ 234.55
Elfigo Sedillo 158 SW Oak Hillsboro, OR 97123	526-21-7988	$ 83.23
Richard Sedillo 158 SW Oak Hillsboro, OR 97123	526-41-3144	$ 190.63
Robert Castellano 18665 SW Alexander Aloha, OR 97005	458-84-3289	$ 166.40
Ernest Caballero 246 NW Freeman Ave. Hillsboro, OR 97123	568-64-9440	$ 279.64
Tony Gonzales P. O. Box 39 Cornelius, OR 97113		$ 148.32

EMPLOYEE	SOC.SEC.NO.	AMOUNT
Lorenzo Sedillo 158 SW Oak Hillsboro, OR 97123	555-64-9030	$ 198.69
Fernando Siller 3532 N. Baldwin Portland, OR 97217	_____	$ 192.88
Carl Cayanus 12765 SW Evergreen Beaverton, OR	532-56-1492	$ 870.53
William Barbis 6724 SE 72nd, Apt. A-11 Portland, OR 97206	_____	$ 948.48
Steve Duncan 9221 N. Lombard, Apt. 12 Portland, OR 97203	541-62-4918	$ 676.62
Ron Baltazar 6051 NE Simpson Portland, OR 97218	541-72-0760	$ 649.77
Steve Baltazar 2206 NE 10th Ave. Portland, OR 97212	544-70-8906	$ 177.87

RELEASE

I authorize the Oregon State Highway Division to make payment directly to the above employees.

_____

Insurance Company of North America
1000 Denny Building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

February 9, 1978

Routing

Keasey	RECEIVED	Richards
Bond		Glenn
Jackmond	FEB 13 1978	Berg
Hopkins		Church
Johnsen	CONSTRUCTION	Gebauer
Inlow	SECTION	Widmer

Department of Transportation
Highway Division
Transportation Bldg.
Salem, OR 97310

ATTENTION: Warren Richards

RE: File: 941 B 32 94 38-X
Insd: State of Oregon
Clmt: Land System, Inc.
D/e: 1/30/75
cont: 8053

Dear Mr. Richards:

After receiving your letter of December 20 to Landsystems we have heard nothing further on this matter. I am wondering if you could tell me of the current status of this particular situation.

Yours truly,

R. L. Slosson
Claims Supervisor

RS/sf

EVERETTE H. WILLIAMS
TRUSTEE AND RECEIVER IN BANKRUPTCY
712-14 DEKUM BUILDING
519 S. W. THIRD AVENUE
PORTLAND, OREGON 97204

TELEPHONE 227-8351

Routing

Keesey	RECEIVED	Richards
Bond		Glenn
Jackmond	FEB 28 1978	Berg
Hopkins		Church
Johnsen	CONSTRUCTION	Gebauer
Inloes	SECTION	Widmer

February 27, 1978

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310
Attention: Warren Richards, Construction Office Coordinator

Re: Landsystems, Inc.
Bankruptcy 77-03350

Your Re: Supplemental Payroll Costs
Hubbard Intch. - Woodburn Intch.
Contract No. 8053

Dear Mr. Richards:

I am writing you to follow up the telephone conversation that you had with Mr. Jerome Shank who is my attorney in this bankruptcy. I am enclosing a certified copy of the Order Approving Trustee's Bond on Landsystems, Inc.

I am unable to locate all of the people that have money owed to them as to their addresses. However, the following list are people and their addresses that I have:

Cliff Hickethier, 360 SW 132nd, Beaverton, Oregon 97005
Kraig Beverage, 7523 N Gloucester, Portland, Oregon
James Manning, 1537 SE Maple, Portland, Oregon
Luis Tamez, 18250 SW Shaw #1, Aloha, Oregon 97005
Domingo Flores, 18665 SW Alexander, Aloha, Oregon 97005
Robert Castellano, 18665 SW Alexander, Aloha, Oregon 97005
Ernest Caballero, 18665 SW Alexander, Aloha, Oregon 97005
Tony Gonzales, 18665 SW Alexander, Aloha, Oregon 97005
Carl Cayanus, 12765 SW Evergreen, Beaverton, Oregon 97005

The names listed below are the people for whom I do not have an address:

William Barbis
Pete Hernandez
Elfigo Sedillo
Richard Sedillo
Lorenzo Sedillo
Fernando Siller
Steve Duncan
Ron Baltazar
Steve Baltazar

I would appreciate it if you would forward to me the money that is left over after the salaries are paid or at least held for you until such time as possibly we can locate these people. As you know most of them are intinerate workers and there is a possibility that we will never be able to locate them.

Your cooperation in mailing me the money left after paying the wages will be appreciated.

If you have any further questions, will you please contact me at the above address or contact my Attorney, Jerome Shank, whose address is 1111 American Bank Building, Portland, Oregon 97205 and whose telephone number is 227-1111.

Sincerely,

Everette Williams

Everette H. Williams, Trustee

EHW/km
enclosure

B.O.F. 30

United States District Court

For the ---------- District of OREGON

FILED
FEB 7 1978
BANKRUPTCY COURT

In re

LANDSYSTEMS, INC.,
an Oregon Corporation

Bankrupt *

Bankruptcy No. -77-03350-------

ORDER APPROVING TRUSTEE'S BOND

The bond filed by Everette H. Williams

of ** 712 Dekum Bldg., Portland, OR 97204 as trustee

of the estate of the above-named bankrupt is hereby approved.

Dated: February 7, 1978

Donal D. Sullivan
Bankruptcy Judge
Donal D. Sullivan

* *Include all names used by bankrupt within last 6 years.*
** *State post office address.*

FPI-MI—7-10-73-500M-650

Certified to be a true and correct
copy of original filed in this office:

FOLGER JOHNSON
DONAL D. SULLIVAN
HENRY L. HESS, JR.
BANKRUPTCY JUDGES

Date 2/24/78 By [illegible]

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 20, 1977

Landsystems
c/o Maintain
12870 SW 1st
Beaverton, OR 97005

Attn: Lois Renwick

Re: Supplemental Payroll Costs
Hubbard Intch.-Woodburn Intch.
Contract No. 8053

Gentlemen:

Enclosed are two copies of proposed Price Agreement No. 8. This agreement documents the Highway Division's willingness to reimburse the contractor in the event the U. S. Department of Labor reverses its decision regarding the applicability of contract minimum wages for establishment work.

Please return the original when submitting the supplemental paychecks for distribution by the Highway Division. The agreement should be signed by someone authorized by Landsystems to act for the firm.

As we discussed in our telephone conversations, I will distribute Landsystem payroll checks provided I can verify their current addresses for the employees. I therefore need the latest address and telephone number you have for each employee as soon as possible.

For those employees whose addresses we cannot readily verify, please have Landsystems authorize the Oregon State Highway Division to make payment to the employee for the net amount. Payroll deductions should be handled by the contractor. Supplemental certified payrolls will be required for all employees.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards

Warren Richards
Construction Office
Coordinator

WR:mk

Attach.

cc: Landsystems w/attach.
Insurance of North America - Dick Slosson

bc: Loren Weber/attach.
Robert Royer/attach.
Jack Sollis
Jim Kinns
Robert Church/attach.
FHWA
Cecil Head

Insurance Company of North America
1000 Denny Building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

INA

December 20, 1977

#8053

State of Oregon
Dept. of Transportation
Commission Services
Transportation Bldg.
Salem, OR 97310

ATTENTION: C. W. Head

12-22-77
Copies to:
Kinns
Church
Sollis
W. Richards
CWH

3/1/78 – Warren R. is still working on this, he will send us a cc of his letter to Slosson
C.H.

RE: File: 941 B 32 94 38-X
Obligee: State of Oregon
Principal: Land Systems, Inc.
D/e: 1/30/75
Bond: SCD 90 43 37

#8053

Dear Mr. Head:

I have had conversations with both yourself and Mr. Warren Richards of your office. I understand that to release the contract and the surety bond, it is necessary that Landsystems pay certain employees on the project a retroactive increase due them by terms of your contract.

I have checked and there are no other valid outstanding claims of suppliers on the retained balance of the contract.

This letter is to agree, as surety in your proposal, to retain sufficient funds to pay the increased salaries to those employees who may not be readily located by the State or Landsystems. I would appre[illegible] written documentation of the terms and nature and extent of [illegible]greement and obligation to confirm our understanding.

Yours very truly,

R. L. Slosson
Claims Supervisor

RS/sf

W. Richards will draft. R. L. Slosson.
reply when he receives it from Landsystems-
C.H.

1/11/78 Landsystems has executed [illegible]
[illegible]

8.53

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Bob Burco
Director of Transportation

DATE: August 29, 1977

FROM: Scott Coulter
State Highway Engineer

SUBJECT: Doug Anderson Inquiry
Hubbard Interchange-Woodburn Interchange
Contract No. 8053, Landsystems, Inc.

Attached is a copy of a March 1, 1976 labor compliance report regarding minimum wage rate violations on the subject project. Also attached are a copy of the U.S. Department of Labor's response and a copy of the Federal Highway Administration's June 4, 1976 letter transmitting the compliance report to the Department of Labor. Note that Landsystems, Inc., is the contractor for the project, rather than Pacific Landscape Contractors Limited, another firm with which Mr. Doug Anderson is associated.

After receiving the Department of Labor's March 7, 1977 response, the contractor was advised of the Department's opinion and was again requested to comply with the contract wage requirements (copy of April 18, 1977 letter attached). A meeting was held with the contractor on June 7 in which Mr. Anderson indicated a willingness to pay the workmen if the Highway Division would guarantee reimbursement should it later be determined that contract minimum wages were not appropriate for establishment work. Mr. Anderson agreed to put this in a written request upon his return from a planned trip to Washington D.C., later in the month. Highway representatives at the meeting agreed to recommend approval of such a solution to the problem if the agreement specified what constituted final determination and a time limit that was mutually acceptable.

Mr. Anderson had been advised that placing funds in escrow while awaiting a decision no longer appeared appropriate, as the U.S. Department of Labor had already concurred in our position. Also, reduction of withholdings to the amount of underpayment would leave little incentive for the contractor to comply with the wage requirements.

We have had no further contact with Mr. Anderson, although the Resident Engineer has written to the contractor and has left telephone messages requesting that Mr. Anderson contact him regarding a solution to the problem.

Att.

cc C. T. Keasey
John Sheldrake

LABOR COMPLIANCE REPORT

Section: Hubbard Intch. - Woodburn Intch.

Contractor: Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

Contract 8053

FAP No. I-5-5(75)64

March 1, 1976

This report is regarding wages paid by the prime contractor for landscaping work performed on a Roadside Improvement project located approximately 25 miles south of Portland, Oregon on Interstate 5.

A complaint was received on October 20, 1975 regarding the wage rates paid. The complaint was verbally registered [redacted] Interviews were conducted on that date which indicated the four employees on the job at that time were being paid at the rate of $4.25 per hour. The minimum hourly wage rate for Landscape Laborers listed in the contract special provisions is $6.55 plus fringe benefits of $1.57 for a total of $8.12 per hour.

The contractor had submitted payrolls during the initial work indicating that the contract minimum wages had been paid. This initial work involved the original planting, etc. No complaints have been received for that portion of the work and interviews conducted indicate no violation occurred during that period.

The contractor returned to the project and commenced the establishment work on October 6, 1975. This work involved such things as weeding, spraying, and replanting that were required by the contract. It is the contractor's responsibility to care for the plants through a summer season after all the original planting has been performed. Any plant that does not survive the summer must be replaced.

The contractor submitted payrolls for the work performed during the establishment period only after repeated requests from the project resident engineer. By the time the payrolls were submitted, the resident engineer had already requested that all payments to the contractor be stopped. The payrolls indicate hourly wage rates varying from $2.75 to $4.85 were paid. The weekly statements of compliance fail to indicate whether or not payments were made to approved fringe benefit funds. The underpayment in wages have been calculated to be $9,477.13, assuming that the payrolls are correct and that no fringe benefits have been paid. The Highway Division is currently holding $15,704.43.

The State prevailing wage rate law states that the employer is "liable" for liquidated damages equal to the amount of underpayment. At this time, the Highway Division is awaiting guidance from the Oregon Bureau of Labor regarding any responsibility we may have for withholding sufficient funds to cover the possible liquidated damages which would be paid to the employee. Representatives of the Wage and Hour Division of the Bureau have informally stated that, in their opinion, the Highway Division is not responsible for insuring payment of liquidated damages to the employee. Presumably the prime contractor would also not be responsible in the case of a violation by a subcontractor. We have not yet received a formal response, however. When, and if, we are advised that the contracting agency is not responsible for withholding the above damages, we will reduce the withholdings to the amount calculated for underpayment of wages.

The contractor's attorney has requested that the disputed funds be placed in escrow. It is the attorney's contention that the wages listed in the contract as prevailing wage rates are not applicable. He contends: (1) that an agreement with the United Landscaping and Irrigation Employees of Oregon should establish the prevailing wage rate; (2) that the listed rates do not apply to establishment work performed on the project; and (3) that the rates listed were not determined in accordance with State law.

We will respond to the contractor's attorney through the Highway Division's legal counsel. Our suggested rough draft for our counsel will state that an escrow fund, established in conformance with guidelines listed on page 127 of the FHWA Labor Compliance Manual, will be acceptable provided it is satisfactory to the ~~U.S. Department of Labor's~~ FHWA's Chief Counsel.

The rough draft will point out that under State law it is the Oregon Commissioner of Labor's responsibility, in cooperation with the U. S. Secretary of Labor, to determine the prevailing wage. It will also point out that the prevailing wage rates, however determined, are a part of our contract and the contractor is in violation of our contract as well as the State and Federal prevailing wage rate laws.

We will point out that if it should be determined that the prevailing wage rates were not properly established, that new prevailing rates would not affect work already competitively bid.

It should be noted that the federal prevailing rate (including fringe benefits) for Landscape Laborers is $7.37 while the State rate is $8.12 per hour. Both rates are listed in the contract with a stipulation that, where any conflict occurs, the higher prevailing wage rate shall apply. It is therefore assumed that the U. S. Department of Labor will enforce the higher rate as it is a contract provision of a federal-aid project even though the U. S. Department of Labor did not establish the rate itself.

There appears to be little hope that the contractor will voluntarily comply with labor provisions of the contract. The Highway Division will undoubtedly need the assistance of the U. S. Department of Labor in resolving this matter.

Warren Richards
Labor Compliance Officer

WR:mk

STATE OF OREGON

INTER OFFICE MEMO

TO: Scott Coulter
State Highway Engineer

DATE: August 25, 1977

FROM: Bob Burco
Director of Transportation

SUBJECT: Pacific Landscape Contract

Becki Berg of Congressman Les AuCoin's office called today in reference to a constituent's problem dating back in June in which a Doug Anderson of Pacific Landscape indicated a misunderstanding of the Highway Division's withholding a $16,000 payment.

It appears to have something to do with conflicts of wage rates paid to some specific group of employees. Mr. Anderson's complaint is with a lack of clarity on our part as to what is at issue.

I would very much appreciate some information on this matter prior to my leaving for Washington, D. C., on Tuesday a.m. I will probably see Ms. Berg while I am there.

RAB:fn

8/26/77
Warren Richards is putting data together on this for Burco.
GK

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

28-1867

OREGON STATE HIGHWAY DIVISION

Mashap
Kearney — RECEIVED — Richards
Bond
Jackmond — APR 20 1977 — Berg
Harwood
Johnson — CONSTRUCTION
Walker — SECTION

Salem, Oregon
April 18, 1977

Landsystems, Inc.
P.O. Box 25376
Portland, Ore. 97225
Attn: Mr. Doug Anderson

Hubbard Int.-Woodburn Int.
Contract 8033
Underpayment of Wages

Dear Mr. Anderson:

Our legal council has attempted to contact the law firm of Souther, Spaulding, Kinsey, Williamson & Schwabe regarding the wage problem on the subject project but to no avail. The last contact we have had from that firm was in March of 1976 from a Mr. Mark Wagner. Mary Deits, Ass't. Attorney General, left a telephone message for Mr. Wagner requesting he contact her regarding their intentions for resolution of the problem. When she received no response, Ms. Deits wrote a letter to Mr. Wagner on January 13, 1977; which also went unanswered. We therefore assume that the firm no longer represents you in this matter.

We have computed the amount of underpayment at $9,493.01 for the period covered by payrolls No. 19 through 29. A copy of our computations are attached for your review. If you feel these computations are incorrect, please provide us with a copy of your computations.

As you are aware, the subject contract contains provisions for paying the minimum wage rates specified in the special provisions. We have recently received a response to our inquiry to the U.S. Department of Labor regarding establishment work. They concurred in our determination that the contract minimum rate applies to establishment work just the same as it does to the original planting work. The response was from the office of the Assistant administrator, U.S. Department of Labor, Employment Standards Administration, Wage and Hour Division.

We are presently retaining approximately $10,000 in contract funds.

There is also Price Agreement #9 in the amount of $943.80 to compensate you for the replacement cost for some shrubs which were initially planted down the center of the median. This was mailed to you before, but perhaps it has been lost, so I am sending you a new one for your signature.

In view of the above, it would seem to be to your advantage to reimburse the employees for the under-payment and obtain the release of the retained funds. After having done so, please provide us with supplemental payrolls covering the additional payments to the employees. In addition, proof of payment, in the form of copies of cancelled checks (a front view, and a folded view showing part of the front as well as the cancellation on the back) or a statement signed by the employee indicating the amount of reimbursement, will be required.

If you have any questions, please feel free to contact me. My address is:

Loren Weber, Resident Engineer
P.O. Box 30
Salem, Ore. 97310

My telephone number is 378-8133. Thank you.

Very truly yours,

Loren Weber
Resident Engineer

cc: Warren Richards
G.W. Wimer

xc: Mary Deits
Cecil Head

4-21-77

Mary Deits called to inform me that it is ~~un~~ethical for an attorney to contact another attorney's client directly. Told her that I had initiated the letter & would advise anyone ~~interested~~ inquiring that Mary had no prior knowledge of my intention.

W. Richards

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

MAR 7 1977

Mr. Norman S. MacPhee
General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20591

Dear Mr. MacPhee:

Re: ~~Schrader Construction Co., Inc. - Prime Contractor~~
~~Portland, Oregon~~
~~L & R Landscape, Inc. - Subcontractor~~
~~Salem, Oregon~~
~~Project No: I-5-5(64)283~~
~~Baldock Safety Rest Area~~

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

~~Ausland Construction, Inc. - Prime Contractor~~
~~Grants Pass, Oregon~~
~~L & R Nursery - Subcontractor~~

~~L & R Landscaping - Second-Tier Subcontractor~~
~~Salem, Oregon~~
~~L & R Nursery - Third-Tier Subcontractor~~
~~Project No: I-5-2(75)64~~
~~Manzanita Safety Rest Area~~
Our File No: ORE-76-94 and 95

This is in reference to your letters of June 2 and June 4, 1976, requesting a ruling in a dispute involving prevailing wage rates and overtime on the above-mentioned projects. We regret the delay in responding.

As we understand the facts, the contractors are disputing the requirement for the payment of prevailing wage rates on so called "establishment" work and are contending that the wage rates contained in the contracts are not those that actually prevail for landscaping work in the area. While the contracts at issue contain both Federal and State rates, it is our understanding that the wage rates at issue are Oregon State prevailing wages rates rather than the Federal rates, since the State rates are higher than the Federal rates.

Inasmuch as the enforcement action in the case involves State rates rather than Federal rates, we do not feel that it would be appropriate for this matter to be appealed through the procedures set forth in Regulations 29 CFR, Parts 5 or 7. Any appeals regarding the issue of the appropriateness of the rates or whether "establishment" work is subject to prevailing wage rates would be a matter to be resolved through the appellate procedures of the State of Oregon.

However, with respect to Federal law, we would like to offer you our opinion regarding the issues raised in your letter. Your report indicates that the contractors paid their employees properly during the period of time they were engaged in the original planting operations. The "establishment" work which is called for by the terms of the contract consists of weeding, spraying, and replanting where necessary. This work is performed during the summer season after the original plantings have been completed. In addition, it is the contractor's responsibility to care for the plants during the summer season and to replace any plants that do not survive the summer season. It is the contractors' position that the "establishment" work is not subject to the prevailing wage rates contained in the contract. We cannot agree with their position and concur with your opinion that such work is subject to the prevailing wage standards since this work is clearly called for by the terms and conditions of the contract.

With regard to the issue of whether the prevailing wage rates contained in the contract are those that actually prevail, as you realize under our Regulations, the contractors must protest the rates prior to bid opening; otherwise it is our position that the issue cannot be raised since it was not appealed in a timely manner.

While the relationship between L & R Nursery and L & R Landscaping is not completely clear in your report, it would appear that the two companies are really one in the same in that they are owned or controlled by the same management. If this is the case, the hours worked by the employees of both companies should be combined for the purposes of the Contract Work Hours and Safety Standards Act. Assuming that the State of Oregon does not have a statute with higher standards than those contained in CWHSSA, this issue would of course be appealable to the Department of Labor's Wage Appeals Board.

If you are unable to resolve the dispute concerning the payment of the State of Oregon prevailing wage rates on these projects because the State does not have an appellate board or for other reasons, we might suggest that you enforce the Federal prevailing wage rates rather than the State rates. Under such a circumstance, the matter then would be within the purview of Regulations 29 CFR Parts 5 and 7.

Sincerely,

Dorothy P. Come

for Ray J. Dolan
Assistant Administrator

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

4 JUN 1976

IN REPLY REFER TO:
HCC-50.2

		Init
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin Mgr.	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	Dist #	
	Area #	
✓	Dist #	
✓	Acct Tech	

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-5(61)274; Landsystems, Inc., contractor; labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The plant establishment work is subject to the contract minimum rate because it is part of the work called for by the construction contract;

2. While we realize that U.S. Department of Labor enforcement authority applies only to the minimum rate for laborers in the Federal wage decision ($7.37 hourly, including fringe benefits), the State highway agency and the Federal Highway Administration must, as a contract matter, enforce the higher State rate ($8.12 hourly, including fringe benefits) included as a contract specification;

3. The violations are too well established for us to see much justification for establishment of an escrow account for the alleged underpayments of $9,477.13.

The correspondence indicates that the contractor believes the matter to be appealable, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.

RECEIVED
JUN 10 1976
OREGON DIVISION

8053

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 23, 1977

In reply refer to: HB-OR

SUBJECT: Oregon Project I-5-5(61)274
Hubbard Interchg. to Woodburn Interchg.
James M. Manning Complaint

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coutler, State Highway Engineer
Salem, Oregon

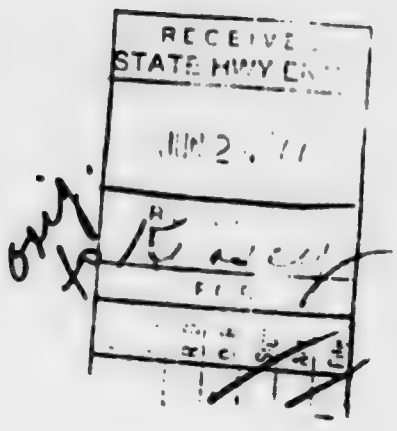
Attached is a June 15 letter from the U.S. Department of Labor relating to a complaint by Mr. James M. Manning, an employee on subject project, alleging possible Davis-Bacon violations.

I realize that you are currently reviewing matters regarding possible labor violations on this project and that Mr. Manning's case will be resolved along with the other employees'.

Hopefully these issues can be resolved prior to the August 15 date set forth in the above mentioned letter. If not, please provide a progress report prior to August 15, 1977.

for G. L. Green

cc w/att.:
Warren Richards



I-5-5(61)274
B2
B

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE

Room 4097 Federal Office Building — 909 First Avenue — Seattle, Washington 98174
Area Code 206, 442-1016
442-1014

June 15, 1977

Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Re: Landsystem's Inc.
Beaverton, Oregon

Gentlemen:

Our agency recently received a complaint alleging possible Davis Bacon and Related Acts (DBRA) violations from Mr. James M. Manning, an employee on the Hubbard to Woodburn Freeway on I-5.

In view of the fact that your agency has primary enforcement responsibility as provided in Reorganization Plan Number 14 (copy enclosed), we hereby request (pursuant to Part II, Section 1(b) of the enclosed Investigation and Enforcement Manual) that you conduct a DBRA investigation of this matter. Also, as provided in 29 CFR Part 5.7(a) (copy enclosed), we request a written report of findings upon conclusion of the investigation.

The complainant states that Landsystems, Inc. paid less than the prevailing wages outlined in the wage determination incorporated in their contract. A copy of the complaint is enclosed, however, it is our policy to treat all complaints as confidential. Therefore for your guidance, we suggest reviewing the requirements that complaints and employee interviews be treated confidentially (Part I, Section 3(c) 1; Part II, Section 8(a) of the Investigation Manual; and Part 5.6(a)3 of the Labor Standards Regulations).

Please advise this office of your progress on this case by August 15, 1977.

Sincerely,

Robin E. Gilbert

Loren E. Gilbert
Assistant Regional Administrator
for Wage Hour Division

Enclosures

14

Form Approved
Budget Bureau No. 44-R0366

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

EMPLOYMENT INFORMATION FORM

Information furnished is confidential and will be used by the Department of Labor only

1. PERSON SUBMITTING INFORMATION

RHL

A. Name (Print first name, middle initial, and last name)
Mr. JAMES M. MANNING
~~Miss~~
~~Mrs.~~

B. Date: 6-7-77

C. Telephone number: (Or No. where you can be reached) 235-4621

D. Address: (Number, Street, Apt. No.)
1537 S.E. MAPLE

(City, County, State, ZIP Code)
PORTLAND, ORE. 97214

E. Check one of these boxes
☐ Present employee of establishment ☒ Former employee of establishment ☐ Job Applicant ☐ Other _____ (Specify: relative, union, etc)

2. ESTABLISHMENT INFORMATION

A. Name of establishment
LANDSYSTEMS INC.

B. Telephone Number
649-8566

C. Address of establishment: (Number, Street)
4191 SW. 111th

(City, County, State, ZIP Code)
BEAVERTON, ORE. 97225

D. Estimate number of employees
5

E. Does the firm have branches? ☐ Yes ☒ No ☐ Don't know
If "Yes", name one or two locations: _____

F. Nature of establishment's business: (For example; school, farm, hospital, hotel, restaurant, shoe store, wholesale drugs, manufactures stoves, coal mine, construction, trucking, etc.)
LANDSCAPE CONSTRUCTION

G. If the establishment has a Federal Government or federally assisted contract, check the appropriate box(es).
☐ Furnishes goods ☐ Furnishes services ☒ Performs construction

H. Does establishment ship goods to or receive goods from other States?
☒ Yes ☐ No ☐ Don't know

3. EMPLOYMENT INFORMATION

(Complete A, B, C, D, E, & F if present or former employee of establishment; otherwise complete F only)

A. Period employed (month, year)
From: 5-20-74
To: 6-1-77 (If still there, state present)

B. Date of birth if under 19 or if information concerns age discrimination
Month _____ Day _____ Year _____

C. Give your job title and describe briefly the kind of work you do
LANDSCAPE FOREMAN

D Method of payment

$ 4.25 (Rate) per HOUR (Hour, week, month, etc.)

E Enter in the boxes below the hours you usually work each day and each week (less time off for meals)

M	T	W	T	F	S	S	TOTAL
8	8	8	8	8			40

F. CHECK THE APPROPRIATE BOX(ES) AND EXPLAIN BRIEFLY IN THE SPACE BELOW the employment practices which you believe violate the Wage and Hour laws. (If you need more space use an additional sheet of paper and attach it to this form.)

- ☐ Does not pay the minimum wage
- ☐ Does not pay proper overtime
- ☐ Men and women perform equal work but do not get equal pay
- ☐ Discrimination against employee or applicant (40-65 years of age) because of age

  Approximate date of alleged discrimination _____

- ☒ Does not pay prevailing wage determination for Federal Government or federally assisted contract
- ☐ Discharged employee because of wage garnishment (explain below)
- ☐ Excessive deduction from wages because of wage garnishment (explain below)
- ☐ Employs minors under minimum age for job
- ☐ Other (explain below)

WE WAS INFORMED BY CONST. OF HUSBAND - JO LUNDBERG I.S. ELECTRICAN PROJECT WAS FROM PAY PERIOD BEGINNING 10-1-75 TO " " " 11-29-75

CHECK STUBS SHOW $4.25 PER HOUR RATE PRODUCING A DIFFERENCE (COMPARED W/ DAVIS BACON RATE ON CONTRACT) OF APPROXIMATELY $1099.65

(NOTE: If you think it would be difficult for us to locate the establishment or where you live, give directions or attach map.)

FOR OFFICIAL USE ONLY

GPO 884-584

I authorize the representative of the Employment Standards Administration, U. S. Department of Labor to use my name and the information in my statement of 12-7 ____, 1977, together with any documents which I may have submitted, to the extent necessary to enforce my rights under the Davis-Bacon and Related Acts and the Contract Work Hours and Safety Standards Act in negotiations with [illegible].

Further, the Employment Standards Administration is hereby authorized to make the above referenced information available to any Federal or State agency which is concerned with enforcing or assisting in enforcement of my rights under the Davis-Bacon and Related Acts and Contract Work Hours and Safety Standards Act.

Name: [illegible]

Date: 12-7-77

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/15/75	40	2	170.00	12.75		182.75	10.69	23.10	9.70	4.10	2.75				132.26	244
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/14/75	40	1/2	194.00	3.64		197.64	11.56	24.80	10.70	4.10	2.03				148.15	315
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/22	40	1/2	194.00	18.20		212.20	12.41	28.20	11.60	4.40	2.13				157.46	331
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11-29-75	14		67.40			67.40	3.97	.80	2.25	1.60	.70				40.01	348
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O.T.	REGULAR EARNINGS	OVERTIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
10/19/78	40	1½	120.00	3.19		123.19	10.13	21.16	9.00	4.10	2.03				130.53	229
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT—DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O.T.	REGULAR EARNINGS	OVERTIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
10/26/78	40		170.00			170.00	9.95	21.10	9.00	4.10	2.00				123.85	237
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT—DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O.T.	REGULAR EARNINGS	OVERTIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/2/78	40		170.00			170.00	9.95	21.10	9.00	4.10	2.00				123.85	262
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT—DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O.T.	REGULAR EARNINGS	OVERTIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.P.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/9/78	34		165.75			165.75	9.70	19.10	8.60	4.10	1.95				123.00	281
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT—DETACH AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

8053

April 6, 1977

The Oregon Bank
P. O. Box 3066
Portland, OR 97208

Attention: R. E. Sells, Loan Adjustment Officer

Gentlemen:

Reference is made to your letter of March 29, 1977 to Warren Mueller stating that all money due Landsystems Inc. on the Hubbard-Woodburn Interchange Contract No. 8053 should be made directly to The Oregon Bank.

The Insurance Company of North America furnished the performance bond on this contract. The bond is given to assure completion of the contract and payment of bills incurred in the contract. Before we can honor the contractor's assignment to the bank, it will be necessary that we have in our possession a written statement from the surety consenting to the assignment.

Attached are several copies of an "Assignment of Claim" form. Please have the contractor execute the assignment form and return the original and one copy to this office, accompanied by a statement from the surety consenting to the assignment.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWR:dds
Attachment

bc Jack Sollis
Dick Hacek
Warren Richards
Warren Mueller

Contract 8053
I-5-5(61)274
624-1088

HEAD OFFICE • 319 S.W. Washington Street • P.O. Box 3066 • Portland, Oregon 97208 • 222-7777

the oregon bank
MEMBER FDIC

March 29, 1977
Certified, Return Receipt Requested

Oregon State Hwy. Division
Attn: Warren Mueller
P.O. Box 14030
Salem, Oregon 97310

Re: Hubbard-Woodburn Interchange

Gentlemen:

The Oregon Bank has had for some time a security interest in all accounts receivable of Landsystems, Inc.

The purpose of this letter is to inform you that all payments on your account with Landsystems, Inc., should henceforth be made directly to:

Loan Adjustment Dept.
The Oregon Bank
P.O. Box 3066
Portland, Oregon 97208

Payments should not be made directly to Landsystems, Inc., as your account will be credited only with those payments actually received by The Oregon Bank. Our records indicate the unpaid balance of your account is $16,315.69. A self-addressed envelope is enclosed for your convenience in making payment on your account.

If you have any questions regarding this matter, please contact the undersigned.

Sincerely,

R. E. Selle
Loan Adjustment Officer

RESdc
copy by regular mail

NOTED
W. HEAD

RECEIVED
APR 5 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 6-72)

#8053

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 31, 1977

In reply refer to: 1041B.2

SUBJECT: FAP I-5-5(64)283
Baldock Safety Rest Area
Contract 8263

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
Keasey
FOR

Info	Invest.	R/D	D/R	Sign	Act	File
					X	

cy Dallis Rubin 4-4-77

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: C. T. KEASEY

Attached is a copy of a March 16, 1977, memorandum we received through our Regional office which includes the Department of Labor's opinion in the matter of wage rate disputes on the following contracts:

1. Hubbard Interchange-Woodburn Interchange
   Contract 8053, FAP No. I-5-2(61)274

2. Manzanita Safety Rest Area
   Contract 7997, FAP No. I-5-2(75)64

3. Baldock Safety Rest Area
   Contract 8263 , FAP No. I-5-5(64)283

Also attached are copies of the June 2 and 4, 1976, letters from FHWA referred to in the Labor Department's response.

The Labor Department says they do not feel it is appropriate for them to become involved in a wage dispute in which the State's wages are higher than the Federal rates. Labor's letter, however, supports our contention that the establishment period is a part of the contract (and as such should be paid the contract rates) and that the L & R Nursery and L & R Landscaping should be combined for overtime payment purposes under the Contract Work Hours and Safety Standards Act.

I would suggest that you inform the two landscaping firms concerned of the Labor Department's findings and again request that they reimburse their employees for the difference between the lower wages paid and the specified wage scale for the establishment period.

If your legal department has any further questions, please don't hesitate to ask.

G. L. Green

G. L. Green

cc: Region 10CM.3 w/o att.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: 16 MAR 1977

In reply refer to: HCC-50.3

SUBJECT: Oregon - Davis-Bacon Wage Rate Dispute

FROM: Acting Assistant Chief Counsel
for General Law

TO: Mr. L. E. Lybecker
Regional Federal Highway Administrator
0-00 Portland, Oregon
ATTN: Mr. C.W. Duggan
0-CM.3 Emergency Preparedness Engineer

Attached is a letter of March 7, 1977, from the United States Department of Labor concerning a dispute over wage rates on the projects listed below:

Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Labor File No: ORE-76-94 and 95

While it is believed that Labor Department's letter resolves the issues raised in your memorandum of May 25, 1976, if questions remain we stand ready to assist you in handling them.

/s/

Charles B. Hollis

Attachment

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

MAR 7 1977

Mr. Norman S. MacPhee
General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20591

Dear Mr. MacPhee:

Re: Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Our File No: ORE-76-94 and 95

This is in reference to your letters of June 2 and June 4, 1976, requesting a ruling in a dispute involving prevailing wage rates and overtime on the above-mentioned projects. We regret the delay in responding.

As we understand the facts, the contractors are disputing the requirement for the payment of prevailing wage rates on so callled "establishment" work and are contending that the wage rates contained in the contracts are not those that actually prevail for landscaping work in the area. While the contracts at issue contain both Federal and State rates, it is our understanding that the wage rates at issue are Oregon State prevailing wages rates rather than the Federal rates, since the State rates are higher than the Federal rates.

Inasmuch as the enforcement action in the case involves State rates rather than Federal rates, we do not feel that it would be appropriate for this matter to be appealed through the procedures set forth in Regulations 29 CFR, Parts 5 or 7. Any appeals regarding the issue of the appropriateness of the rates or whether "establishment" work is subject to prevailing wage rates would be a matter to be resolved through the appellate procedures of the State of Oregon.

However, with respect to Federal law, we would like to offer you our opinion regarding the issues raised in your letter. Your report indicates that the contractors paid their employees properly during the period of time they were engaged in the original planting operations. The "establishment" work which is called for by the terms of the contract consists of weeding, spraying, and replanting where necessary. This work is performed during the summer season after the original plantings have been completed. In addition, it is the contractor's responsibility to care for the plants during the summer season and to replace any plants that do not survive the summer season. It is the contractors' position that the "establishment" work is not subject to the prevailing wage rates contained in the contract. We cannot agree with their position and concur with your opinion that such work is subject to the prevailing wage standards since this work is clearly called for by the terms and conditions of the contract.

With regard to the issue of whether the prevailing wage rates contained in the contract are those that actually prevail, as you realize under our Regulations, the contractors must protest the rates prior to bid opening; otherwise it is our position that the issue cannot be raised since it was not appealed in a timely manner.

While the relationship between L & R Nursery and L & R Landscaping is not completely clear in your report, it would appear that the two companies are really one in the same in that they are owned or controlled by the same management. If this is the case, the hours worked by the employees of both companies should be combined for the purposes of the Contract Work Hours and Safety Standards Act. Assuming that the State of Oregon does not have a statute with higher standards than those contained in CWHSSA, this issue would of course be appealable to the Department of Labor's Wage Appeals Board.

If you are unable to resolve the dispute concerning the payment of the State of Oregon prevailing wage rates on these projects because the State does not have an appellate board or for other reasons, we might suggest that you enforce the Federal prevailing wage rates rather than the State rates. Under such a circumstance, the matter then would be within the purview of Regulations 29 CFR Parts 5 and 7.

Sincerely,

Dorothy P. Come

for Ray J. Dolan
Assistant Administrator

Div Admin. Allen Wells. Salem, Oregon 10-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

4 JUN 1976

IN REPLY REFER TO:
HCC-50.2

		Init
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin Mgr.	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	R/W	
	Dist	
	Area	
✓	Dist E	
✓	Area Z	

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-5(61)274; Landsystems, Inc., contractor; labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The plant establishment work is subject to the contract minimum rate because it is part of the work called for by the construction contract;

2. While we realize that U.S. Department of Labor enforcement authority applies only to the minimum rate for laborers in the Federal wage decision ($7.37 hourly, including fringe benefits), the State highway agency and the Federal Highway Administration must, as a contract matter, enforce the higher State rate ($8.12 hourly, including fringe benefits) included as a contract specification;

3. The violations are too well established for us to see much justification for establishment of an escrow account for the alleged underpayments of $9,477.13.

The correspondence indicates that the contractor believes the matter to be appealable, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.

RECEIVED
JUN 10 1976
OREGON DIVISION

It would be appreciated if you would advise if your office supports us in the first observation. Your ruling, if supportive of our position, would allow the contractor some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:
RFHWA; Louis E. Lybecker; Portland, Oregon 10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon 10-00
Div. Adm, Glen L. Green Salem, Oregon 10-41

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

2 JUN 1976

IN REPLY REFER TO:
HCC-50.2

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

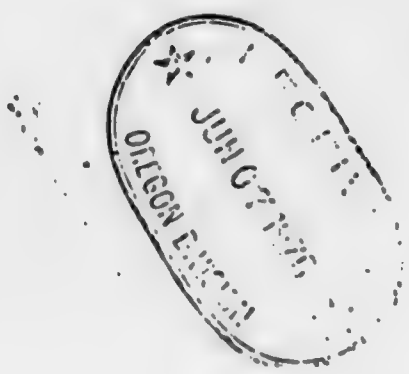
Subject: Oregon project I-5-2(75)64; Ausland Construction, Inc. contractor; L&R Nursery, subcontractor; L&R Landscaping (assignee of L&R Nursery), second-tier subcontractor; L&R Nursery, third-tier employment subcontractor to its assignee (for hours worked by assignee's employees which, if performed for assignee, would be overtime hours); labor standards

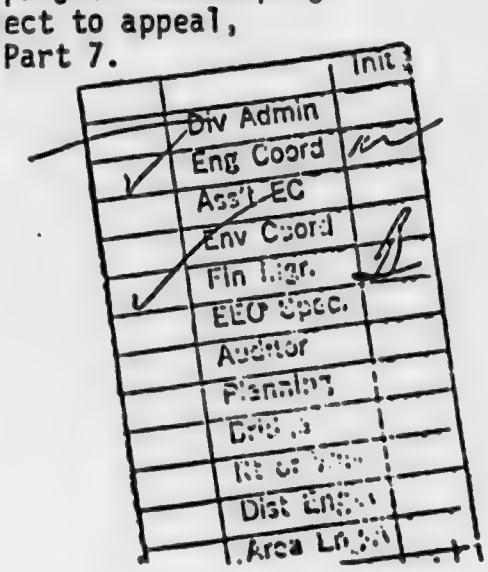
Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The contract hourly minimum rate to be enforced by the Federal Highway Administration and the Oregon State Highway Division is $7.37, including fringe benefits;

2. The "subcontracting" arrangements, while novel, do nothing to affect the daily or weekly wages due each employee for work on the project.

The correspondence indicates that the various parties contracting with Ausland Construction, Inc. to perform the project landscaping work believe that the matters at issue are subject to appeal, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.





Dir Adm. Helen Green
Salem, Oregon
10-11
RGS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

2 JUN 1976

IN REPLY REFER TO:
HCC-50.2

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-2(75)64; Ausland Construction, Inc. contractor; L&R Nursery, subcontractor; L&R Landscaping (assignee of L&R Nursery), second-tier subcontractor; L&R Nursery, third-tier employment subcontractor to its assignee (for hours worked by assignee's employees which, if performed for assignee, would be overtime hours); labor standards

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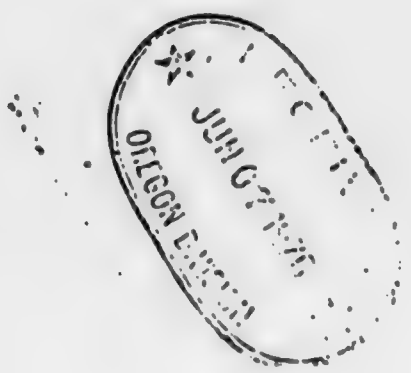
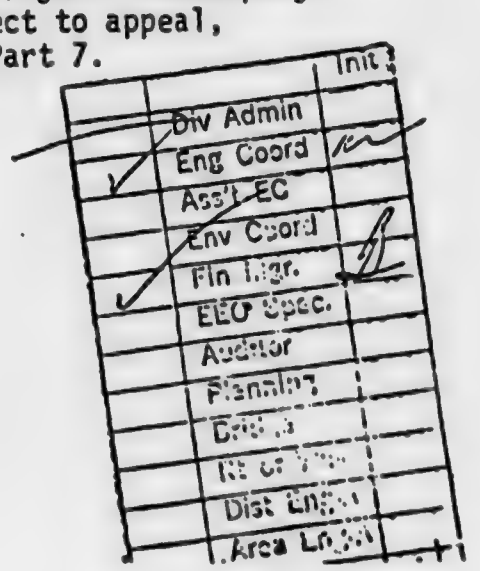
2. The "subcontracting" arrangements, while novel, do nothing to affect the daily or weekly wages due each employee for work on the project.

The correspondence indicates that the various parties contracting with Ausland Construction, Inc. to perform the project landscaping work believe that the matters at issue are subject to appeal, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.





Please advise if you support us in the second of the above observations. If supportive of our position, your ruling would allow the landscaping firms some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:
RFiWA; Louis E. Lybecker; Portland, Oregon 10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon 10-00
Div. Adm. Glen L. Green Salem, Oregon 10-41

8053

OREGON STATE HIGHWAY DIVISION

RECEIVED
MAR 2 1976
CONSTRUCTION SECTION

Routine: Kassey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLAROE
Administrator and
State Highway Engineer

March 1, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Warren Richards
Labor Compliance Officer

COPY LEG

ATTN: Glen Hossner

SUBJ: Alleged Davis-Bacon Violations
U. S. Dept. of Labor Inquiry

To assist you in responding to the Labor Department's February 6, 1976 inquiry, I have attached labor compliance reports for the following projects:

* Hubbard Intch. - Woodburn Intch.
Contract 8053, FAP No. I-5-5(61)274

* Manzanita Safety Rest Area
Contract 7997, FAP No. I-5-2(75)64

Baldock Safety Rest Area
Contract 8263, FAP No. I-5-5(64)283

Copies of the reports and this transmittal are being furnished to the Oregon Bureau of Labor as they have requested that they be informed of possible labor violations occuring on our projects.

WR:mk

Attach.

cc: Bud Gardner
Wage and Hour Division
Oregon Bureau of Labor

* The assistance of the FHWA and the U.S. Department of Labor in the resolution of the apparent labor violations would be appreciated.

RECEIVED
NOTED
H.S.COULTER MAR 4 1976
Office of
Assistant State Highway Engineer

Form 61 734 5199

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE

Room 4007 Federal Office Building — 909 First Avenue — Seattle, Washington 98174
Area Code 206, FTS 5[illegible]
44[illegible] 1914

Date: February 6, 1976

Reply to Attn of: LEG/EEW/gkm

Subject: Oregon State Highway Division

To: Federal Highway Administration
Mohawk Building
222 S.W. Morrison
Portland, OR 97204

Routing: 1 Keasey, 2 Bond, Jackmond, Harwood, Johnsen, Walker, 3 Richard, Glenn, Berg
RECEIVED FEB 19 1976
CONSTRUCTION SECTION

Hand carried by FHWA. They want our response by Mar. 6, 1976. WR.

Our agency recently received a complaint alleging Davis-Bacon and Related Acts (DBRA) violations on the following projects.

Hubbard Interchange - Woodburn Interchange
Roadside Improvements, Contract No. 8053
Pacific Highway

Manzanita Safety Rest Area
(north of Grants Pass on I-5)

Baldock Safety Rest Area
(on I-5 south of Canby Exit)

In view of the fact that your agency has primary enforcement responsibility as provided in Reorganization Plan Number 14 (copy enclosed), we hereby request (pursuant to Part II, Section 1(b) of the enclosed Investigation and Enforcement Manual) that you conduct a DBRA investigation of these matters. Also, as provided in 29 CFR Part 5.7(a) (copy enclosed), we request a written report of findings upon conclusion of the investigation.

The complaint states that the contractors refused to pay the predetermined minimum wage rates on these federally funded projects as required by the Davis-Bacon Act. The complaint on the Hubbard Interchange project is against Landsystems Inc., P. O. Box 25376, Portland, Oregon 97225.

On the Manzanita Safety Rest Area and the Baldock Safety Rest Area projects the complaint is against L & R Landscape Inc., 4520 MacLeay Road SE, Salem, Oregon 97392. Since it is our policy to treat all complaints as confidential, we are not able to identify the source of our information. We have, however, written the complainants advising them of our action and requested that they contact your agency.

For your guidance, we suggest reviewing the requirements that complaints and employee interviews are to be treated confidentially (Part I, Section 3(c)1; Part II, Section 8(a) of the Investigation Manual; and Part 5.6(a)3 of the Labor Standards Regulations.

Please advise this office of your progress on this case by March 8, 1976.

Edward E. Woodruff for

Loren E. Gilbert
Assistant Regional Administrator
for Wage Hour

Enclosures

LABOR COMPLIANCE REPORT

Section: Hubbard Intch. - Woodburn Intch.

Contract 8053

Contractor: Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

FAP No. I-5-5(75)64

March 1, 1976

This report is regarding wages paid by the prime contractor for landscaping work performed on a Roadside Improvement project located approximately 25 miles south of Portland, Oregon on Interstate 5.

A complaint was received on October 20, 1975 regarding the wage rates paid. The complaint was verbally registered by Lawerence Adams, foreman for the contractor's weeding crew. Interviews were conducted on that date which indicated the four employees on the job at that time were being paid at the rate of $4.25 per hour. The minimum hourly wage rate for Landscape Laborers listed in the contract special provisions is $6.55 plus fringe benefits of $1.57 for a total of $8.12 per hour.

The contractor had submitted payrolls during the initial work indicating that the contract minimum wages had been paid. This initial work involved the original planting, etc. No complaints have been received for that portion of the work and interviews conducted indicate no violation occurred during that period.

The contractor returned to the project and commenced the establishment work on October 6, 1975. This work involved such things as weeding, spraying, and replanting that were required by the contract. It is the contractor's responsibility to care for the plants through a summer season after all the original planting has been performed. Any plant that does not survive the summer must be replaced.

The contractor submitted payrolls for the work performed during the establishment period only after repeated requests from the project resident engineer. By the time the payrolls were submitted, the resident engineer had already requested that all payments to the contractor be stopped. The payrolls indicate hourly wage rates varying from $2.75 to $4.85 were paid. The weekly statements of compliance fail to indicate whether or not payments were made to approved fringe benefit funds. The underpayment in wages have been calculated to be $9,477.13, assuming that the payrolls are correct and that no fringe benefits have been paid. The Highway Division is currently holding $15,704.43.

The State prevailing wage rate law states that the employer is "liable" for liquidated damages equal to the amount of underpayment. At this time, the Highway Division is awaiting guidance from the Oregon Bureau of Labor regarding any responsibility we may have for withholding sufficient funds to cover the possible liquidated damages which would be paid to the employee. Representatives of the Wage and Hour Division of the Bureau have informally stated that, in their opinion, the Highway Division is not responsible for insuring payment of liquidated damages to the employee. Presumably the prime contractor would also not be responsible in the case of a violation by a subcontractor. We have not yet received a formal response, however. When, and if, we are advised that the contracting agency is not responsible for withholding the above damages, we will reduce the withholdings to the amount calculated for underpayment of wages.

LABOR COMPLIANCE REPORT

Section: Hubbard Intch. - Woodburn Intch.

Contractor: Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

Contract 8053

FAP No. I-5-5(75)64

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The contractor submitted payrolls for the work performed during the establishment period only after repeated requests from the project resident engineer. By the time the payrolls were submitted, the resident engineer had already requested that all payments to the contractor be stopped. The payrolls indicate hourly wage rates varying from $2.75 to $4.85 were paid. The weekly statements of compliance fail to indicate whether or not payments were made to approved fringe benefit funds. The underpayment in wages have been calculated to be $9,477.13, assuming that the payrolls are correct and that no fringe benefits have been paid. The Highway Division is currently holding $15,704.43.

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The contractor's attorney has requested that the disputed funds be placed in escrow. It is the attorney's contention that the wages listed in the contract as prevailing wage rates are not applicable. He contends: (1) that an agreement with the United Landscaping and Irrigation Employees of Oregon should establish the prevailing wage rate; (2) that the listed rates do not apply to establishment work performed on the project; and (3) that the rates listed were not determined in accordance with State law.

We will respond to the contractor's attorney through the Highway Division's legal counsel. Our suggested rough draft for our counsel will state that an escrow fund, established in conformance with guidelines listed on page 127 of the FHWA Labor Compliance Manual, will be acceptable provided it is satisfactory to the U.S. Department of Labor's Chief Counsel.

The rough draft will point out that under State law it is the Oregon Commissioner of Labor's responsibility, in cooperation with the U. S. Secretary of Labor, to determine the prevailing wage. It will also point out that the prevailing wage rates, however determined, are a part of our contract and the contractor is in violation of our contract as well as the State and Federal prevailing wage rate laws.

We will point out that if it should be determined that the prevailing wage rates were not properly established, that new prevailing rates would not affect work already competitively bid.

It should be noted that the federal prevailing rate (including fringe benefits) for Landscape Laborers is $7.37 while the State rate is $8.12 per hour. Both rates are listed in the contract with a stipulation that, where any conflict occurs, the higher prevailing wage rate shall apply. It is therefore assumed that the U. S. Department of Labor will enforce the higher rate as it is a contract provision of a federal-aid project even though the U. S. Department of Labor did not establish the rate itself.

There appears to be little hope that the contractor will voluntarily comply with labor provisions of the contract. The Highway Division will undoubtedly need the assistance of the U. S. Department of Labor in resolving this matter.

Warren Richards
Labor Compliance Officer

WR:mk

Form 81.734.3M50

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

March 2, 1976

Routing: Bond, Jackmund, Harwood, Johnson, Walker

RECEIVED MAR 2 1976 CONSTRUCTION SECTION

Richards, Glenn, Berg

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Prevailing Wage Rate
Landscape Laborers

TO: THE FILES

At least two landscape contractors in the past few months have claimed that the prevailing rates listed in the Highway Division contracts do not represent the actual prevailing wage rate of the landscape industry within the State. They claim that the Oregon Commissioner of Labor has failed to comply with State law when he did not recognize certain labor agreements within the industry as establishing the prevailing rates.

I do not know if the rates established by the agreement actually represent the industry wage rates but I am somewhat sympathetic to their claim that the AGC labor agreement does not represent the industry as far as Oregon State Highway work is concerned.

To assist the Oregon Bureau of Labor in investigating the landscape contractor's claim, I reviewed the Highway Division contracts awarded during 1975 to determine what contractors were performing the landscaping work.

I found that there were seven contracts awarded to landscape contractors and 42 subcontracts to landscape contractors to which we have granted consent so far. The work was assigned to 16 companies, none of whom were listed as signatories to the Oregon Laborers agreement with AGC which appears to be the basis for the existing prevailing wage rate determination.

WR:mk

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

March 2, 1976

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Liquidated Damages for Wage Violations

TO: THE FILES

Received a telephone call from Gene Watson of the Oregon Bureau of Labor this date regarding the Highway Division's responsibility for withholding the subject liquidated damages. Mr. Watson informed me that the Bureau of Labor does not feel the contracting agency is responsible for withholding funds to insure payment of liquidated damages for which the employer may be liable.

Mr. Watson said that, as the prime contractor is responsible for the labor compliance of the subcontractor, the prime, as well as the sub, may be held accountable for such damages.

WR:mk

cc: Mary Deitz, Asst. Attorney Gen.
Gene Watson, Oregon Bureau of Labor

8053

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Hubbard Int.-Woodburn Int.	SECTION: Hubbard Interchange-Woodburn Interchange	WEEK ENDING: December 27, 1975
		SECTION PREFIX: 624-1088
	HIGHWAY: Pacific	COUNTY: Marion and Clackamas
	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Landsystems, Inc.	CONTRACT NUMBER: 8053	FEDERAL AID PROJECT NUMBER: I-5-5(61)274
DATE OF CONTRACT: August 29, 1974	DATE WORK STARTED: September 12, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: December 31, 1975	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 268,671.64	ENGINEERING AUTHORIZATION: $ 21,304.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 247,367.28	ENGINEERING COST TO DATE: $ 21,852.06	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 247,367.28		DATE PROJECT WAS COMPLETED: January 31, 1975
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 103 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					Roses	Vines	

	Schrubs	Trees	Roses	Vines	
MILES IN PROJECT	9.6	9.6	9.6	9.6	
MILES PARTIALLY COMPLETED	9.6	9.6	9.6	9.6	
MILES COMPLETED	9.6	9.6	9.6	9.6	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,300 ea	410 ea	17,700 ea	39,400 ea	
TOTAL QUANTITIES CORRECTED TO DATE	11,658 ea	406 ea	17,615 ea	31,057 ea	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,658 ea	406 ea	17,615 ea	31,057 ea	
AVERAGE DAILY QUANTITIES	0	0	0	0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	completed	completed	completed	completed	
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

December	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Partly cloudy			
MONDAY 22	Overcast			
TUESDAY 23	Rain			
WEDNESDAY 24	Rain			
THURSDAY 25	Overcast			
FRIDAY	Partly cloudy			
SATURDAY 27				

RECEIVED
DEC 29 1975
CONSTRUCTION
SECTION
Kelsey
Bond
Jackmond
Harwood
Dawson
Walker
Richards
Glenn
Berg

December	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 21	No activity
MONDAY 22	No activity
TUESDAY 23	No activty
WEDNESDAY 24	No activity
THURSDAY 25	No activity
FRIDAY 26	No activity - The post semi-final estimate covering the establishment period was delivered to the region office.
SATURDAY 27	No activity anticipated

REMARKS

SIGNED _____ LOCATION Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BP-7816

LA 8053

April 9, 1975

Samuel J. Rich, Inc.
21600 N.W. Cornell Road
Hillsboro, OR 97123

Gentlemen:

This is to acknowledge receipt of your claim letter of March 14 advising us that Landsystems owes you for shrubs in the amount of $2,375.

This appears to be in connection with Landsystems, Inc., Contract No. 8053, Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The Insurance Company of North America furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:js

cc Insurance Co. of North America
P. O. Box 7985
San Francisco, California 94120

Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

4/9/75
Noted on card
JP

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

SAMUEL J. RICH, INC.

21600 N.W. CORNELL ROAD – HILLSBORO, OREGON 97123 – 503 645-1821

March 10, 1975

Oregon State Highway Dept.
Salem Oregon 97301

Dear Sir:

We have furnished Landsystems with shrubs to complete their highway contract. To date no payment has been made.

The plants (Mahonia aquifolium) were picked up December 31, 1974.

Very truly yours,
SAMUEL J. RICH, INC.

Samuel J. Rich

Samuel J. Rich

RECEIVED
APR 3 1975
...ION AND STAFF SERVICES
...NT OF TRANSPORTATION

Mr Rich states that there was

2,375 Mahonia aquifolium (Oregongrape)
@ $1.00 = $2,375.00
per telephone conv. of 3/21/75

— T. Rich

Van Meter
NURSERY
10221 S.E. HIGHLY ROAD
Portland, Oregon 97236
503/665-2219

3- 14-75

Mr. Ed Payton, Resident Engineer
Oregon State Division of Highways
Woodburn, Oregon

Re: State Highway Project No. 8053 issued to
Landsystems, Inc., Portland, Oregon

Dear Mr. Payton:

Regarding your conversation on March 12, 1975 with Mr. Lance Staab, Lance Staab Nursery, concerning non-payment by Landsystems, Inc., P. O. Box 25376, Portland 97225, to Staab Nursery and Van Meter Nursery for the above-named landscape project, we list the following information:

1. Van Meter Nursery invoices to Landsystems, Inc. outstanding and past due, our terms being 30 days net from invoice date.

12/02/74	Inv. # 175-547	$ 5,410.00
12/06/74	" " 174-563	628.10
12/11/74	" " 174-569	1,113.25
12/11/74	" " 174-568	1,052.50
12/12/74	" " 174-577	393.75
12/17/74	" " 174-596	323.00
12/16/74	" " 174-591	400.75
12/23/74	" " 174-616	160.00
12/30/74	" " 1010 Credit	- 238.15
3/14/75	BALANCE OWING	$ 9,243.20

2. Lance Staab invoices to Landsystems, Inc. outstanding and past due, his terms being 30 days net from invoice date.

12/04/74	Inv. # 2497	$ 1,332.50
12/12/74	" " 2463	2,096.00
12/18/74	" " 2498	118.00
12/20/74	" " 2466	2,587.00
3/14/75	BALANCE OWING	$6,133.50

As we have received no indication from Landsystems, Inc., that payment will be forthcoming, it is our intention to place a lein for payment on this project.

Thank you for your attention to this matter.

Van Meter Nursery

Lance Staab Nursery

8053

April 9, 1975

Van Mater Nursery
and
Lance Stash Nursery
18221 S.E. Richey Road
Portland, OR 97236

Gentlemen:

This will acknowledge your letter of March 14, 1975, advising us that Landsystems, Inc., owes Van Mater Nursery $9,243.20 and Lance Stash Nursery $6,133.50.

This appears to be in reference to Landsystems, Inc., Contract No. 8053, Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The Insurance Company of North America furnished the performance bond on this contract. We will advise them of the receipt of your claims, and we will also forward the claim letter to the Secretary of State for filing.

Please let us know when your claims have been paid.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:js

4/9/75
Notice on card
js

cc Insurance Co. of North America
P. O. Box 7985
San Francisco, California 94120

Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

Van Meter
NURSERY
18221 S. E. RICHEY ROAD
Portland, Oregon 97236
503/665-2219

3- 14-75

RECEIVED
APR 2 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. Ed Payton, Resident Engineer
Oregon State Division of Highways
Woodburn, Oregon

Re: State Highway Project No. 8053 issued to
Landsystems, Inc., Portland, Oregon

Dear Mr. Payten:

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12/12/74	" " 174-577	393.75
12/17/74	" " 174-596	323.00
12/16/74	" " 174-591	400.75
12/23/74	" " 174-616	160.00
12/30/74	" " 1010 Credit	- 238.15
3/14/75	BALANCE OWING	$ 9,243.20

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12/18/74	" " 2498	118.00
12/20/74	" " 2466	2,587.00
3/14/75	BALANCE OWING	$6,133.50

As we have received no indication from Landsystems, Inc., that payment will be forthcoming, it is our intention to place a lein for payment on this project.

Thank you for your attention to this matter.

Morris Van Meter
Van Meter Nursery

Lance Staab
Lance Staab Nursery

8053

January 31, 1975

Landsystems, Inc.
P.O. Box 25376
Portland, OR 97225

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8053 for work on the Roadside Improvement Project, Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of one-month to a new completion date of January 31, 1975 is granted. This is due to the bark mulch shortage.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

fr dpy

B-220 (Rev.)—826—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 11, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 12-31-74 ~~days~~ to 12-31-75 ~~days~~, within which to complete our Contract No. 8053, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(SEE ATTACHED)

Respectfully submitted,

Landsystems, Inc.
Contractor

By Stan Smith
Attorney-in-fact

CONSENT OF SURETY

Date December 12, 1974

We, Insurance Company of North America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James P. Dooney
Attorney-in-fact
James P. Dooney

(SEAL)

CORROON & BLACK OF OREGON, INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

OREGON STATE HIGHWAY DIV.
RECEIVED
DEC 12 1974

☐ RE ☐ INSP. ☐ ASST. ☐ OM

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8053 Contractor Landsystems, Inc.

Highway Pacific

Section Hubbard Interchange - Woodburn Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend a one-month time extension to a new completion date of January 31, 1975 because of bark mulch shortage.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8053
Project designation	I-5-5(61)274 (State-Federal)
Date awarded	August 29, 1974
Work started	September 12, 1974
Per cent completed	75 December 26, 1974 (Date)
Specified Completion Date	December 31, 1974
Actual Completion Date	
Requested Time Extension	January 31, 1975

SP-1000-734

8053

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(61)274
Hubbard Interchange-Woodburn Interchange
Landscaping
Time Extension Request

DATE: January 29, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Mr. Coulter's letter of January 15, 1975 concerning an extension of time on the subject project. Your letter and the attached information shows that a shortage of bark mulch does exist in this area. We have also found that the quantity set forth on the plans will be exceeded; therefore, we concur in your recommendation for an extension of time to January 31, 1975.

for G. L. Green

RECEIVED
JAN 30 1975

RECEIVED
STATE HWY ENGR
JAN 30'75
REFER TO Coulter
FOR
Info | Invest | R/D | O/R | Sgn | Act | File
cyaei

8053

January 15, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Hubbard Int.-Woodburn Int. (Landscaping)
FAP No. I-5-5(61)274
Contract No. 8053

The contractor has requested a one-month extension to January 31, 1975 because of a bark mulch shortage. The contract time is set by specified completion date of December 31, 1974. All planting and clean-up work was completed by then, but about 42 percent of the bark mulch item remained.

The contractor has submitted a straightforward and complete analysis of the bark mulch availability problem (attached). Also attached is a December 31 report by our Resident Engineer. The curtailment of the lumber industry is well-known and is the reason for the shortage (along with some shift to using more as an alternate fuel).

Your concurrence is requested in a one-month extension to a new completion date of January 31, 1975.

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

JAB:fr ia

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8053

Salem, Oregon

January 13, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hubbard Int.-Woodburn Int.
(Landscaping)
Contract No. 8053

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith request from Landsystems, Inc. for a one-month extension (to January 31, 1975) because of bark mulch shortage. This contract time is set by specified completion date of December 31, 1974. All planting and clean-up work was done by then, but about 42 percent of the bark mulch item remained.

The contractor has submitted a straight-forward and very complete analysis of the bark mulch availability problem. The curtailment of the lumber industry is well known and is the reason for the shortage along with some shift to using more of it as an alternate fuel.

We concur in recommending the requested one-month extension be granted, to a new completion date of January 31, 1975. Liquidated damages accrue at the rate of $100 per day. This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 14 1975
Office of
Assistant State Highway Engineer

Form 81.734.2030

REGION 2 ENGINEER
RECEIVED
JAN 1975
FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Woodburn, Oregon 97071

December 31, 1974

CON 5
624-1088

FROM: C.E. Payton, Resident Engineer

TO: C.O. Fredrickson, Region Engineer
Attn: G.W. Wimer, Region Const. Engr.

SUBJECT: Hubbard Int.-Woodburn Int.
Pacific Highway
Roadside Improvement
Contract No. 8053
Request for Time Extension

Enclosed for your approval is Landsystems' request for a time extension on the above title project.

We feel there is validity to this request for extension of time, mainly due to the economy of the lumber mills this fall. This request for a time extension is for the bark mulch placement only. The planting and general cleanup will be completed by December 31, 1974.

We contacted North Santiam Lumber Co. and asked their general manager about the bark mulch situation in their operations. He stated their mill at Turner, which produces large quantities of bark mulch has not produced bark mulch for the past three months. He also verifies the fact that a large percentage of mills have had to resort to using their bark mulch for fuel as the normal fuel is not available due to limited production of the mills. He also stated the lumber industry has been operating at less than 50% of normal production for several months and is at a practical standstill at this time.

We contacted Mr. Karl Pemmy, Bureau of Land Management and he substantiates the statements listed above.

This office has been reluctant to accept several sources requested by Landsystems due to the color variance and the fact that several of these suppliers only have a very limited supply. The bark mulch serves a two fold purpose and one of these is appearance. In working with Mr. Skip Spooner of our Landscape Design section, we mutually agreed that we do not want a spotty appearing project and therefore feel the bark mulch should within reason, on continuous planting beds, be of the same texture and coloration.

An extension as requested will not affect the traveling public in any way and will assure us of a more uniformly appearing project.

A review in relation to engineer's cost is as follows:

Construction Engr.	$21,304.36
Costs to date (12/31/74)	12,900.00
Sub-Total	$ 8,404.36
Estimated Engr. Costs for semi-final	- 2,183.00
Establishment Period	- 2,645.00
Sub-Total	$ 3,576.36
Estimated Engr. Costs to extend bark mulch placement one month.	- 1,814.00
	$ 1,762.36

Hubbard Int.-Woodburn Int.
Pacific Highway
Roadside Improvement
Contract No. 8053
Request for Time Extension

With the above analysis of engineering costs it appears the time extension will not create a problem in relation to the engineering monies established for this project.

We recommend the time extension be granted.

CEP/ew

cc: File

Request for Extension

Request an extension on Hubbard Interchange - Woodburn Interchange, Contract No. 8053 to January 31, 1974 due to the fact that the economy and oil shortage conditions of the State of Oregon have created a barkdust shortage of the quantity and quality required to complete this job by December 31, 1974.

HISTORY: Larry Speight, whom we contracted with to supply and blow the 810 units for this job started looking for additional supplies of barkdust as early as July 1974 of this year. His purpose was to have an ample supply for his customer. At that time he found that there was no additional supply available. Larry Speight submitted two bids, one on the above job and the other on the landscaping at 217, feeling that he had supply enough available from his original source to supply both jobs. Larry blew one load of bark on the 217 job and then cut them off, concentrating completely on the above job.

The first part of September, Larry made a personal trip down the valley to locate barkdust and was only able to find a stockpile at Grande Ronde at Oregon American Lumber. Larry found the following reasons that bark was not available:

1. Due to the oil shortage, the mills were using the bark for fuel for their boilers.

2. State of Oregon's economy is such that it is not demanding the supply of lumber which it was earlier in the year - thus reducing production and the supply of barkdust.

3. The supply of barkdust not being used for fuel is contracted by large suppliers in the state who are unable to meet the demands of their regular customers.

September 17th and 18th of this year Larry Speight commissioned W. Gates, former partner and operator of West Side Bark in Progress, to make a search for available barkdust in Portland, Salem, Dallas, Valsetz, Willamina, Mollalla, Grande Ronde,

Mulino, Tillamook, and Hood River areas. Mr. Gates found the same three things true that Larry found earlier in the month. This resulted in Larry Speight's letter to us dated October 30, 1974, a copy of which was forwarded to C. E. Payton on November 4, 1974 for his information (copy of this letter is attached).

By mid-November, Larry had located a supply of bark at Albina Fuel and put in an order for 600 units. He figured that he could stockpile the bark and use it when his original supply was not available, thus giving him ample supply to complete the job. A load of this bark dust was blown on the job November 16, 1974 and subsequently rejected for color. Thereupon Larry cancelled the order for 600 units. Shortly after that, Larry obtained some of the barkdust from Grande Ronde that he had found the first part of September and it was also rejected because of color.

In meeting with C. E. Payton on November 13, 1974 in his office, the matter of barkdust shortage was brought up. Mr. Payton said that Ben Fox of Aichele Landscaping, Inc. had 375 units available. On returning to our office, it was verified that Aichelle Landscaping had 375 units stockpiled at McFarland's, a barkdust supplier. Because of McFarland's method of manufacturing and stockpiling bark, we questioned whether the color would be acceptable. Thus, we continued to look for barkdust and found the supply continually decreasing because of the three earlier stated reasons.

On December 5, 1974, in a meeting at C. E. Payton's office, the matter of extension in relation to barkdust was brought up again. Skip Spooner assured us bark was available in the Independence, Turner and Mill City areas where he had seen suppliers. We told him that we would endeavor to obtain any acceptable supply. If the bark was not available, it was indicated that the State would consider an extension.

On the same day, we contacted Marvin Rexius of Rexius Fuel and told him we were looking for 400 units of bark. He said

he might be able to supply it but we should check back with him. We asked if in the mean time we could submit a sample of his bark to the State of Oregon for their approval and he agreed. We also called John McFarland of McFarland Sawdust and asked if he would have 400 units which he could supply to the job site by December 31st. McFarland indicated that he would be able to do that. We asked if we could submit a sample of his bark to the State of Oregon for their approval and he agreed. When McFarland's sample was picked up, he said he had too much work to blow the bark but may have enough if hauled by us.

On December 6, 1974 we submitted samples "A" (Rexius Fuel) and "B" (McFarland) to the State for their approval so as to prevent the problem of bringing barkdust on the job that was not acceptable as happened on 11-16-74. In checking with Howard Hamilton later in the day, we found he had a note from Jeff Drago accepting sample "B" with restrictions that it be used on shoulders and tree plantings only. (Copy of note attached) Payton and Hamilton were of the opinion sample "A" was rejected.

Talked to Jeff Drago by telephone about 5:30 on 12-6-74 and asked if he had rejected sample "A" (Rexius). He said no, but would rather use sample "B" (McFarland) if available. We informed him that "B" was McFarland's and wanted to take him over to inspect the source before bringing the bark onto the job site. He agreed to that depending on the flow of work on the morrow. We were to check with him then.

Contacted Jeff about 3:30 p.m. on 12-7-74 about going to McFarland's to inspect the bark and related to him our concern because this bark was piled outside and sample "B" had come from the outside of the pile and may not be a representative sample of this source. Jeff told me that Larry Speight had submitted a sample and he had labled it "C". He said he would accept "B" (McFarland) or "C" (at which time I did not know the source because Larry Speight was still looking for barkdust on his own). Later in the day, Larry Adams informed me that sample "C" had come from Albina Fuel but Larry Speight did not know whether the supply was still available but would

check on it. Later in that day another sample was obtained from McFarland and marked "G".

Stopped by B.C.K. Lumber Co., Oregon City, (565-5211 ext.311) and talked to Dale Bonebrake. He said all their bark went to Publishers for fuel but they may consider releasing 400 units and that I should call him back the first of the week. A sample was obtained for the State approval and marked "F".

Based on Skip Spooner's remarks on 12-5-74 that barkdust was available in the Independence, Turner or Mill City areas, I drove 200 plus miles on 12-8-74 covering these areas and found the following:

Independence:

1. Mill owned by Boise Cascade - bark used by the company.
2. Very small shake mill - no supply.
3. Mountain Fir Lumber Co. - Contracted with Highway Fuel in Salem and wouldn't even let me take a sample. (Larry Speight had contacted Hwy. Fuel in Salem in early September and was turned down. The owner of Hwy. Fuel stopped by the job site the second week in October and talked to Larry Speight at which time Larry asked about bark - the owner said that McCall Oil had already put in an order with them which he was unable to fill, let alone any additional requests.)

Turner:

Burkland Lumber Co., 743-2176, Only mill in the area. Talked to Gordan Thompson, who handles the bark, and asked him if there would be 400 units available. He said it would be. Upon his agreement, obtained a sample for State approval and marked "D".

Mill City:

All the bark in this area is used by the mills for their boilers.

Lyons:
Stout Creek Lumber has bark but they are going on a 4 day work week until 12-20-74 which will be their last day until 1-6-75. Asked to take a sample which was marked "E". The Watchman indicated supply was questionable because demand exceeded it right now, but should check back with office.

Upon calling Larry Speight, it was confirmed that Albina Fuel was the source of sample "C" but he was not sure the supply was now available.

On 12-9-74, about 1"40 p.m., submitted four bark samples to Jeff Drago. For comparison, they were applied to an area which Larry Speight had already blown. The samples were "D", Burkland Lumber Co.; "E", Stout Creek; "F", BCK Lumber; and "G", McFarland's. Results:

"D" Burkland Lumber Co. was rejected because it was too dark in color.

"E" Stout Creek was questionable.

"F" BCK Lumber was too course - rejected.

"G" McFarland's looked dark but acceptable. Jeff was told the source and we suggested a visit to the source of supply.

Jeff agreed to after 2:30 p.m. - shortly after that time, met Jeff and went to McFarland's bark yard. After digging through the pile, Jeff indicated that it had a lot of dark color in it. Jeff was asked to clarify what was accepted and what was rejected at this point. He said "A"(Rexius) was rejected, "B" & "G" (McFarland) under consideration, "C" (Albina) accepted, "D" (Burkland Lumber) rejected, "E" (Stout Creek) rejected, and "F" (B.C.K. Lumber) rejected. Before leaving McFarland's, Jeff said there <u>was</u> too much darkness in that bark thus he was rejecting it and said to concentrate on sample "C" - maybe they would reject everything and go

with Larry Speight's source of bark. Told him we would try to confirm availability of sample "C"(Albina Fuel).

On December 10th, talked to Stout Creek Lumber ("E") 859-2156. They have about 10 units on hand but will only be running eight more days this year. Their output is about 10 units per day. They will not contract because their demand already exceeds their supply.

Larry Speight informed me that Albina did not have any bark at this time. (IF Albina's bark had been accepted on 11-16-74, Larry felt that he would have easily completed the job on time.)

At 10:35 a.m. Larry Adams called to say Jeff Drago had just informed him that he would accept the following: "A"(Rexius) "G" & "B" (McFarland, "C" (Albina), "E" (Stout Creek). Any one of these sources will be acceptable if it is used on the shoulder and tree areas. The media and overpasses will have to be supplied by Larry Speight's source.

We told Larry Adams to inform Jeff Drago that "C" and "E" were not available.

The areas that Jeff is restricting the use of one of the above sources to will be 134 units. As of 12-10-74, Larry Speight has applied 461.9 units. Called Marvin Rexius of Rexius Fuel and asked if he would be able to supply the 134 units. He said that because of the number of units and where it was going, he would be unable to do the job. We then called John McFarland and after <u>much</u> negotiation, he accepted the job of blowing bark on the shoulder areas, which amounts to 119 units, but not the tree areas - 15 units - by 12-31-74. This leaves 229.1 units for Larry Speight to blow from 12-11-74 to 12-31-74.

SUMMARY: Larry Speight's mill is closing for two weeks starting the end of the day December 20, 1974. If Larry is able to get 10 units per day until close down, this will bring the total applied to 551.9 units with 139.1 units to blow after McFarland applies his 119 units.

If Larry Speight's mill returns to work on 1-6-74 as planned, and the Oregon economy is strong enough to demand a supply of lumber from this mill to maintain production - thus producing barkdust - the job will be completed by 1-31-75.

OREGON STATE HIGHWAY DIV.
RECEIVED
DEC 12 1974
RE
MISC.
ASST.
CH.

October 30, 1974

Landsystems, Inc.
P. O. Box 25376
Portland, Oregon 97225

Re: Department of Transportation Job
Hubbard - Woodburn

Gentlemen:

This is to advise you we are currently running behind our anticipated schedule in supplying you with bark on the above job.

This is due to current unstable conditions in the economy, as many mills are running at less than full production. Also, many are 100% contracted to supply bark for fuel or pulp-chips only.

At this time, mills or suppliers have been contacted in Portland, Salem, Dallas, Valsetz, Willamina, Mollalla, Grande Ronde, Mulino, Tillamook and Hood River.

Due to present conditions, we cannot guarantee that the balance of our contract can be completed by the December 31st completion date.

Please advise.

Sincerely,

Larry Speight

Larry B. Speight

8053

10-25-74

cc: OSHD (H S Coulter)
Wash DC (HEO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Marion & Clackamas	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
10-25-74	P. V. Riedl, Area Engineer		I-5-5(61)274

IN COMPANY WITH

Ed Payton, Resident Engineer, OSHD.

LOCATION

Woodburn Interchange on Interstate 5, approximately 15 miles north of Salem to the Hubbard Interchange, a distance of 9½ miles.

CONTRACTOR NAME AND ADDRESS

Landsystems Inc., P. O. Box 25376, Portland OR 97225

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8-29-74	$199,268.10	Comp. Date 12-31-74		9-12-74
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	38	15	

REMARKS

COPY SENT

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION
I-5, PACIFIC HIGHWAY
Roadside Improvement

NOV 1974

The work on this project consists of furnishing and planting trees, shrubs and vines and planting of State furnished roses. Washington

The contractor has been preparing the planting beds and spreading compost and bark mulch throughout the project limits.

He has just brought onto the project and is experimenting with the methods of drilling for the planting holes. Weather conditions may hamper this process so speed is necessary if he intends to complete the project within the contract time.

NOTED
H.S. COULTER

RECEIVED
NOV 5 1974
Office of
Assistant State Highway Engineer

11-5-74 orig to Const.

8053

August 29, 1974

Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties for the sum of $199,268.10. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received and you have obtained an Oregon Landscaping Contractor's License.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8053.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
C. E. Payton
Roy Olson
Wm. Geibel (SAIF)

8053

8-12-74

J

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(61)274

STATE PROJECT NO. HUBBARD INTERCHANGE - WOODBURN INTERCHANGE

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. I-740

COUNTY NAME: MARION-CLACKAMAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ORIGINAL TO Rulien w/copy 8-16-74

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	JULY 24, 1974	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
TEMPORARY EROSION CONTROL $100.00
STATE FURNISHED ROSES $37,347.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S JULY 22, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 14 '74
REFER TO Hunter
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-74	H. L. Green	DIVISION ENGINEER

CHIEF | ENGRS | R/W | O/R | S-M-S | PLT | FILE

FORM FHWA-1273 — USE OF STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

10/2/73-cc L.H. Young
J.H. Versteeg
B.S. Files

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Seventh Ave.-Willamette R. Section
Eugene-Springfield Highway
Lane County

Hubbard Intchge.-Woodburn Intchge. Section
Pacific Highway (I-5)
Clackamas and Marion Counties

Woodburn Intchge.-Hayesville Intchge. Section
Pacific Highway (I-5)
Marion County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Other special purposes include roadside park and greenway beautification programs in special instances.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be preempted. For this reason, the projects are exempt from A-95 (Clearinghouse) review.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date SEP 28 1973

for Division Engineer

GAP:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor Wolfe
L. H. Young
J. F. Putnam
L. W. Rulien
C. O. Fredrickson
A. Shirley

8053

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	I-5-(61)274
		STATE PROJECT NO. HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
		COUNTY NAME MARION-CLACKAMAS
	ITEM NO. 1-740	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-31-73
original-young

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 30 '73
REFER TO
FOR
Info. Survey Proj. Design Right Const. Traf.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-27-73	Howard W. Cogswell	DIVISION ENGINEER

FORM PR-1240 (REV. 4-1) ... STOCKS OF FORM PR-1240 (REV. 6-68) ... BE USED

TRANSACTION NUMBER 5-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(FHWA 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-30-73
BY (Signature): Mr. Young's April 25, 1973 letter
TITLE: Office Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* FROM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 740 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION / WORK
740	I-5-5(61)274	0.0	220,000	202,900	Hubbard Interchange - Woodburn Interchange Section, Clackamas & Marion Counties — Landscaping

4-30-73

8053

RECEIVED
STATE HWY ENGR
MAY 1 '73
REFER TO
FOR
Info | Action | Sig | Rec | Prep | Ret | File

5-3-73 Approved Unofficial

NOTED
E. S. HUNTER

NOTED
A. E. JOE...

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-30-73	G. L. Green, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FH-20
(REV. 9-71)

GPO 915-890

8053

DOCUMENT PHWA-721 (
MAY 1 - 1972
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 26, 1972

In reply refer to:10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)273 Landscaping
Hubbard Intchge.-Woodburn Intchge. Sec.
State Furnished Plants

Under the provisions of Paragraph 14 of PPM 21-6.3 we concur with Mr. Young's April 17, 1972 request for establishment of Japanese Rose Bushes for future landscaping of the subject section. Participation will be limited to actual cost of those plants accepted on the project.

5-1-72
Jacoby

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orb 817.344

8053

April 25, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PHRS No.
740	I-5-5(61)274	Hubbard Intchge.-Woodburn Intchge.

NOTE: Enclosed is a copy of the State Clearinghouse reply of April 17, 1970.

Enc.

JG:dg

cc R. N. Chase
B. L. Gifford

8053

April 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project I-5-5(61)274

We are submitting program data for one Interstate project, Item No. 740, Project No. I-5-5(61)274, "Hubbard Interchange-Woodburn Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on May 24, 1973.

The work under this project is considered stage construction based on the fact that it is part of the work necessary to complete this section to Interstate standards.

Data concerning requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 were submitted previously for this section under Project No. I-5-5(52)274.

Enc.

JG:dg

Budget Bureau No. 41-R2067; App
U.S. DEP
Bu

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

4-25-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	I-5 Woodburn Intchge., N 9.55 mi.	ADT	27,000	49,900	93	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
Landscaping								I-	5-5

CARD 4

CLASS OF FEDERAL FUNDS: Interstate

COUNTY NAME: Clackamas & Marion — 005 — CODE 047

NAME OF URBAN AREA

ROUTE NO. 1 — FEDERAL-AID I-5 — STATE 1 — U.S. I-5

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1											
5				PE		I-5 Woodburn Intchge., N 9.55 mi.					
5				ROW							
5				CONST (CODE) Y003		"Hubbard Intchge.-Woodburn Intchge. Section"	0.00	220,000	202,900	17,100	
						PROJECT TOTALS	0.00	220,000	202,900	17,100	

CARD 1 — CODE 1

PREPARED BY

CARD 1 — CODE 14

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 166, 62
Project No. I-5-5(16), (48), & (52

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

Form PR-1 (REV. 4-61)

4-25-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (40 typewriter spaces): I-5 Woodburn Intchge., N 9.55 mi.

ADT: PRESENT 27,000 | FUTURE 49,900 | YEAR 93

REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 | APPN CODE: 042 | ITEM NO.: 740

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 5-5 | SEQ. NO.: (61) | I. Projects Only: POST MI. DESIG.: 274

Interstate

COUNTY NAME: Clackamas & Marion | CODE: 005 047

ROUTE NO. 1 | FEDERAL-AID: I-5 | STATE: 1 | U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5 Woodburn Intchge., N 9.55 mi.						Landscaping consisting of furnishing and planting trees, shrubs and vines.
OW								
)NST 003		"Hubbard Intchge.-Woodburn Intchge. Section"	0.00	220,000	202,900	17,100		ROW-274' normal; Access Control-full; Parking Restrictions-Complete.
		PROJECT TOTALS	0.00	220,000	202,900	17,100		

OVAL DATES

REMARKS

Additional Data: Item No. 166, 624 & 670;
Project No. I-5-5(16), (48), & (52) respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

HUBBARD INTCHGE.-WOODBURN INTCHGE. SECTION
Project No. I-5-5(61)274

Remarks continued:

Information for PR 37-B: R/W-1; R/W-F; Sanitary Facilities-N.

Project Data: The work consists of furnishing and planting trees, shrubs and vines, and incidental work common to this type of project.

Unusual Situation: Japanese Rose Bushes will be "State Furnished Materials" (participation limited to the cost of those plants accepted on the project) grown under contract, let by the State Department of General Services, for delivery in the fall of 1973. The contract bids were submitted June 19, 1972 to FHWA for review and approval.

Environmental Statement, Clearinghouses' Reviews, Public Hearings and Design Approvals: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The main roadway construction for this section is being accomplished as Project I-5-5(52)274, therefore, data concerning requirements of PPM 90-1, IM-50-1-70 and PPM 20-8 have been submitted previously under said Project I-5-5(52)274.

Data for PR-37:

Clackamas County --------- 10%
Marion County ---------- 90%

RECEIVED
APR 17 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT **State Furnished Plants**
Hubbard Intchge.-Woodburn Intchge. Sec.
Project I-5-5(-)273 Landscaping

We hereby request your approval and authorization to solicit and award a contract through the State Department of General Services for starting and growing of Japanese Rose plants for use as screening on the subject landscaping project.

The plants will be furnished to the contractor without cost under the bid item of "Planting State Furnished Shrubs" on the proposed roadside improvement contract which will follow the grading and paving project. No cost will be incurred until the plants are incorporated in the project, therefore no dollar authorization is necessary at this time. Federal participation will be governed by PPM 21-6.3 Par. 14 and a copy of the bids will be forwarded to you for review and approval.

The estimated number of plants is 17,700 at a purchase cost of $29,200 F.O.B. Woodburn Maintenance Station.

We believe this procedure is in the public interest based on the following:

a. The plants are not available in sufficient quantity or size required for the section to be landscaped.

b. It is planned to have the plants contracted and grown over two growing seasons in containers to a 4-foot size ready for planting at the end of the

construction period. The 4-foot size will be effective as an anti-glare screen at the time of planting or very shortly thereafter.

c. The Japanese Rose plants of about this size have also proven very effective as a safety barrier in stopping or slowing an out-of-control vehicle from crossing the median into the path of an oncoming vehicle. Without action at this time, considerable delay will result in a usable screen if they must be grown on the project from small starts.

d. This method of acquiring and furnishing Japanese Rose plants for federal funds participation was approved for the landscaping project I-5-5(49)284, East Portland Freeway-Hubbard Interchange Section which joins the subject project on the north.

RMC:dg

cc E. S. Hunter
F. L. Hall
L. H. Young
R. H. Chase

DRAFT

April 10, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97308

Dear Mr. Simpson:

SUBJECT: Hubbard Interchange-Woodburn Section
Rose Growing Contract

We hereby request approval and authorization to award a contract through the State Department of General Services for the starting and growing of Japanese Rose plants to be used as screening on the subject project. Plants to be grown in containers to a four foot size.

A similar growing contract was made for the East Portland Freeway-Hubbard Interchange project and proved to be very successful. The plants will be furnished to the contractor without cost under the bid item of "Planting State Furnished Shrubs" in the roadside improvement contract which will follow the grading and paving project. R.E.O.

No cost will be incurred until the plants are incorporated in the project; therefore, no dollar authorization is necessary at this time.

Federal participation will be governed by PPm 21-6.3 Par. 14, and a copy of the bids will be forwarded to you for review and approval.

The estimated number of plants is 17,700 at a purchase cost of $29,200 FOB Woodburn Maintenance Station.

Very truly yours,

L. H. Young
Programing Engineer

REO:vmt

8054 S. Fork Coos Riv.-(Landrith) 1974
Bridge E. of Eastside #1
(Structure)

A 5037-8-8-74
27 4599 - 11-13-72

8054

Form 81.734.5030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 19, 1974

FILE:

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the File

SUBJECT:

Coos River (Landrith) Bridge

NOTED
E. S. HUNTER

On April 16, 1974 I met with Mr. Palmateer, Mr. Pierce, and Mr. Quiner of Oregon Bridge and Mr. Schell of the Federal Highway Administration on the final design of the Landrith Bridge.

I explained that the State and Coos County are eager to construct the project in the early summer of this year in order that critical phases of the work can be completed before the wet season. The Federal Highway Administration approval necessary to proceed with completion of the project plans is held in abeyance contingent upon approval of the Action Plan.

I advised Oregon Bridge to proceed with the final design.

Every effort should be made to advertise the project in early June with receipt of bids in late June. A special bid letting in early July will be considered if the late June date cannot be met.

Mr. Schell indicated that he would recommend October 1, 1973 as the last date for FHWA participation in preliminary engineering. October 1, 1973 is the date at which the foundation investigation phase was completed. On that date approximately 66 percent of the preliminary engineering was completed. I indicated that the State would assume responsibility for the remaining design changes to bring the project to advertising. This would be those design costs (approximately $9,900) normally reimbursable under federal aid but non-participating in this case.

I indicated to Oregon Bridge that we are making efforts in Washington, D.C. to expedite approval of the Coast Guard permit for the Landrith Bridge. We have indications that the permit approval should be forthcoming in the early part of May.

Right of way for the project has not been secured to date. Mr. Quiner was to contact Mr. Boyd of our Right of Way Section for whatever assistance we could give them in expediting the clearing of right of way.

WJH:dh

cc E. S. Hunter
H. S. Cox
H. A. Schell, Jr., FHWA

RECEIVED
APR 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8054

April 18, 1974

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Landrith Bridge

Mr. George Baldwin, Director of the Oregon Department of Transportation, had occasion to be in Washington, D.C. last week and stopped in at the Headquarters Coast Guard Office to discuss speeding up approval of the permit for replacement of the Landrith Bridge over the South Fork of the Coos River. This construction permit was applied for by the Coos County Board of Commissioners January 22, 1973. Your Headquarters Office indicated they would process the permit immediately and try to have it in our hands by May 1, 1974.

They had one question concerning the time required to remove the old structure after the new bridge was in operation. Apparently information submitted with the application indicated that removal would take one year. Since Mr. Baldwin's return, we have reviewed the project and find that the old structure can be removed within 90 days following the date the new structure is placed under traffic. Mr. Baldwin has called the Headquarters Office and advised them of this and they requested we drop this confirming note to your office.

We wish to thank you and your Washington, D. C. Office for promptly considering our request to immediately process the Coos County application in order that the project may be contracted in time to do the work on the flood plain during the low water stages this summer.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
bc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rulien

for 255 Coos Co

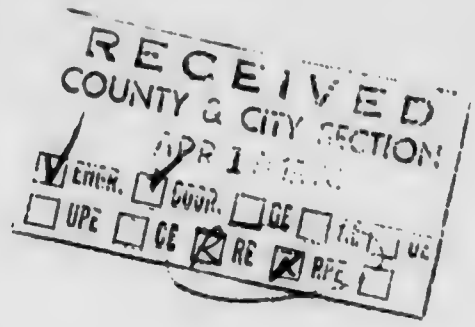
OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8678

April 18, 1974



Mr. Bruce Boyd
Director of Right of Way
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Landrith Bridge
Right of Way
Coos County

Dear Bruce:

This letter is intended as a memo to cover the items discussed yesterday by you, Floyd Scott, R/W Description Engineer and myself, regarding Right of Way description and Right of Way acquisition, for Landrith Bridge.

Turned over to Floyd Scott, was the Right of Way map, assessors maps, photostatic copies of property description and several old survey maps of the area. Floyd felt he had enough information to proceed with the Right of Way description. I discussed with Floyd the filing of the R/W map, showing the references, with the Coos County Surveyor. I feel that since we have made the survey we should file the required map at or near the completion of the project. I will send you a copy for your records when it is filed with Coos County.

In dealing with Mr. Rood, property owner, the following should be discussed and included in the negotiations. These items were discussed at the Public Hearing.

1. He can be granted a permit for use of the land under the bridge after completion of the structure.

2. If he wishes, the contractor can be required to fence his work area.

3. Contractor will be required to restore the field to its original condition. Seed and mulch if necessary.

Since I talked to you yesterday, I received a call from Walt Hart, Bridge Engineer and he advised me that the bid letting has been moved ahead from June 27th to June 20th. He said that if we could not make this date a special bid letting would be held about July 11th. We are working toward the June 20th date for our design.

I am enclosing a copy of the revised Right of Way map with the minor changes in coordinates and station. The map I left yesterday had these corrections in red.

Bruce, I want to thank you very much for all your assistance and help in getting the Right of Way cleared for this project.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

John H. Quiner II
Chief Construction Engineer

JHQ:seb
Enclosure

cc: Lonnie Van Elsberg, Coos County Commissioner
H. S. Cox, County-City Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 18, 1974

RECEIVED
COUNTY & CITY SECTION
APR 18 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

Mr. Lou F. Pierce
Oregon Bridge Engineering Co.
PO Box 72
223M North A
Springfield, Oregon 97477

Dear Mr. Pierce:

Coos River (Landrith) Bridge
Bridge No. 2513A

This will confirm our discussion of April 16, at which directions were given to proceed with completion of final plans and specifications for the Coos River (Landrith) Bridge. The State will assume any design costs normally reimbursable under Federal-aid but which may be judged non-participating due to procedural requirements.

Every effort should be made towards completion of contract documentation for a June 20 bidding. If this date cannot be met, consideration will be given to a special letting in early July, probably July 11.

Please keep me advised of progress on clearing the project right-of-way. We have been advised that a Coast Guard Permit for the crossing will be issued early in May.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH/ag
cc L. Van Elsberg (Coos Co.)
E. S. Hunter
H. S. Cox
G. L. Green (FHWA)

fhs 255-Con

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: April 18, 1974

In reply refer to:

SUBJECT: Oregon Project S-596(1)
Preliminary Engineering Costs

FROM: H. A. Schell, Division Bridge Engineer

TO: Mr. G. L. Green, Division Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 6 1974
ENGR. COOR. DE RE UE
UPE CE RE APE

On April 16 I met with Wally Palmateer, Louis Pierce, John Quiner of Oregon Bridge, and Walt Hart, OSHD in Oregon Bridge's office to discuss the design status of the Landrith Bridge. The purpose of this meeting was to determine a logical cutoff point between preliminary engineering and design engineering. This point is necessary because of the State's tardiness in submitting the Action Plan.

The total design cost including preliminary and final design is a lump sum figure of $36,250. This has been broken down in the Consultant's Exhibit C of their agreement to be 26% for the preliminary phase and 74% for the design phase. Because of the progress of the job and the difficulties in selecting alternates these estimated percentages are obviously in considerable error. Much work was necessary to tie down the reasonable costs of the alternates. Because the project was expected to progress to completion overlapping work was done in the preliminary phase that could apply to the design phase. Of the eight items mentioned in the preliminary phase the foundation study performed by the State appears to be the final element of work that can be reasonably tied down. This foundation report was submitted to Oregon Bridge by OSHD September 28, 1973, and at that time approximately 66% of the total contract cost had been incurred. The consultant had obviously miscalculated the cost of the preliminary phase.

Because the foundation report is necessary for determining the final substructure and superstructure arrangements I recommend that we cut off all preliminary phase Federal-aid participation as of October 1, 1973. Please note the A-95 review was completed at the end of the year in 1973 and the negative EIS was approved by Mr. Cusack January 22, 1974. However, these items on this particular structure were not controversial enough to change the final design criteria set up after the foundation report was submitted.

RECEIVED
APR 22 1974
BRIDGE

H. A. Schell

4-18-74

bk

jac 25-Cor

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: April 18, 1974

In reply refer to:

SUBJECT: Oregon Project S-596(1)
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RECEIVED
APR 22 1974
BRIDGE ...

H. A. Schell

4-18-74

bk

8054

Salem, Oregon

April 8, 1974

George H. Baldwin
Director

E. S. Hunter
Assistant State Highway Engineer

Landrith Bridge
FAS 255

Attached are the inspection reports dated 6-5-72 and 3-74 of the Landrith Bridge on FAS 255. An explanation of the code numbers is included on the form used in 1972 and an additional sheet explaining the code numbers for the 1974 report form is attached.

The bridge is a pile trestle thru truss structure built in 1938. The overall length of the structure is 701 feet and the length of the main span (thru truss) is 130 feet. The horizontal clearance is entirely substandard having a roadway width of 18 feet and a deck width of 21.2 feet. The vertical clearance over the roadway is 13 1/2 feet. Both the roadway vertical and horizontal clearance is entirely inadequate for the heavy log truck traffic sustained by this section of the road. The horizontal clearance requires that log trucks operate on a basis of one-way traffic.

On the 1972 inspection report, extensive truss damage from high loads and rotten piling created a basically intolerable condition requiring high priority replacement. The minimum amount of maintenance work to bring the structure to a condition to safely carry log truck traffic was immediately performed by the County.

The 1974 inspection performed by State Highway Division structural inspectors indicate that:

1. Timber decay in piling and caps has progressed to the point that they require immediate replacement.

2. Steel corrosion on the thru truss is in danger of progressing to the point where loss of cross-section may impair the integrity of the truss.

3. The overall rating of the inspector for the substructure is number 6.

4. The overall rating for the superstructure is number 6.

> Note: A rating of 6 indicates that major items are in need of repair by maintenance forces. These items should be repaired or replaced now or before the next inspection as they affect the load carrying capacity of the structure.

This project is in the final plan stage and can be contracted within one month following receipt of the Coast Guard permit for construction of the bridge. Actual construction is estimated to take 15-18 months provided the contract can be let in June 1974. A delay of one month in letting will likely cause the completion time to extend through the third construction season. In order to utilize all of this construction season, it will be necessary to have received the Coast Guard permit by May 1, 1974. A delay in letting of the contract to mid or late summer will result in loss of this construction season and a necessity of the County maintenance forces to do extensive repair work in order that the existing structure be kept in service an additional year. A delay in addition to causing the County to do extensive and expensive maintenance work will also deny the travelling public use of a wider and more safer structure for the same period of time. It would appear to be in the public interest to expedite approval of the permit in order that the maximum time from the upcoming construction season may be utilized.

ESH:jf

255-Coos

MEMO TO FILES

cc: E. S. Hunter
L. W. Rulien

April 5, 1974

Re: S. Coos River (Landrith) Bridge Sect.
Coos River Road, FAS 255
Coos County

Engineering for project approved by the Highway Commission on August 8, 1972.

Consultant agreement between Coos County and Oregon Bridge Engineering Company for preliminary, design, and construction engineering services dated May 25, 1972 and approved by FHWA on Nov. 27, 1972.

As a result of a public meeting held on February 27, 1973, the Coos County Board of Commissioners chose Alternate No. 1 as the site for the new bridge.

Transportation Commission approved project on November 21, 1973.

Negative declaration approved by FHWA January 21, 1974.

Coos County offered the opportunity for a formal public hearing and received no requests by March 8, 1974.

Coast Guard accepted negative declaration and forwarded permit application to Washington, D.C. in latter part of February, 1974.

Location and design approval being held up pending approval of action plan.

Oregon Bridge Engineering Company presently working on design.

Bid letting date cannot be set until Coast Guard permit is received and location-design approval given.

Present estimate is $1,000,000.

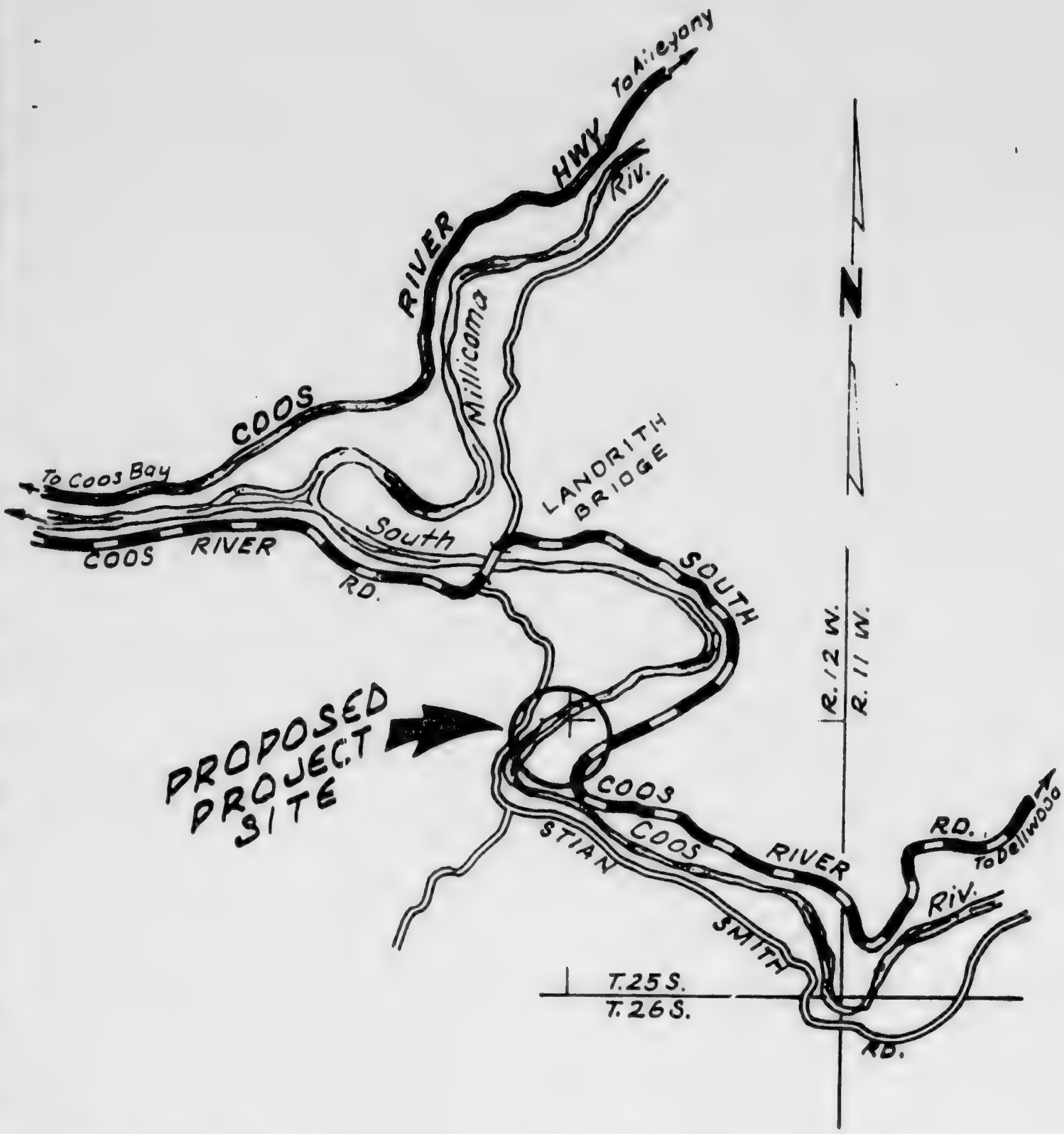
Financing to be done with County's FAS funds ($735,000 current funds and $265,000 advanced on future allocations).

Highway Division Right-of-Way Section to assist County in negotiating for and acquiring right-of-way.

Robert H. Prange
Rural Engineer
County & City Unit

RHP:ljt

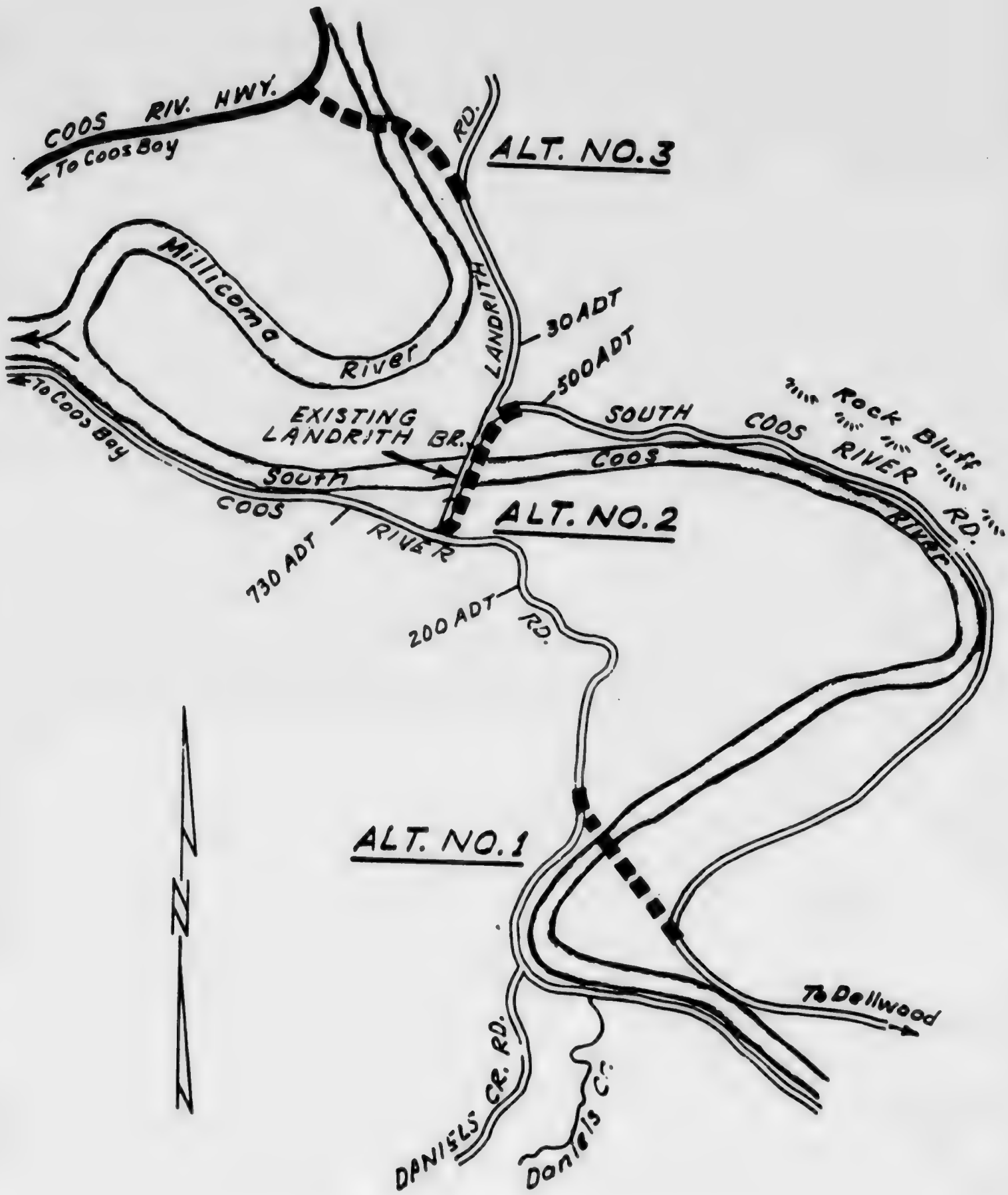
☑ ENGR. ☑ ASST. ☑ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☑ RPE ☐

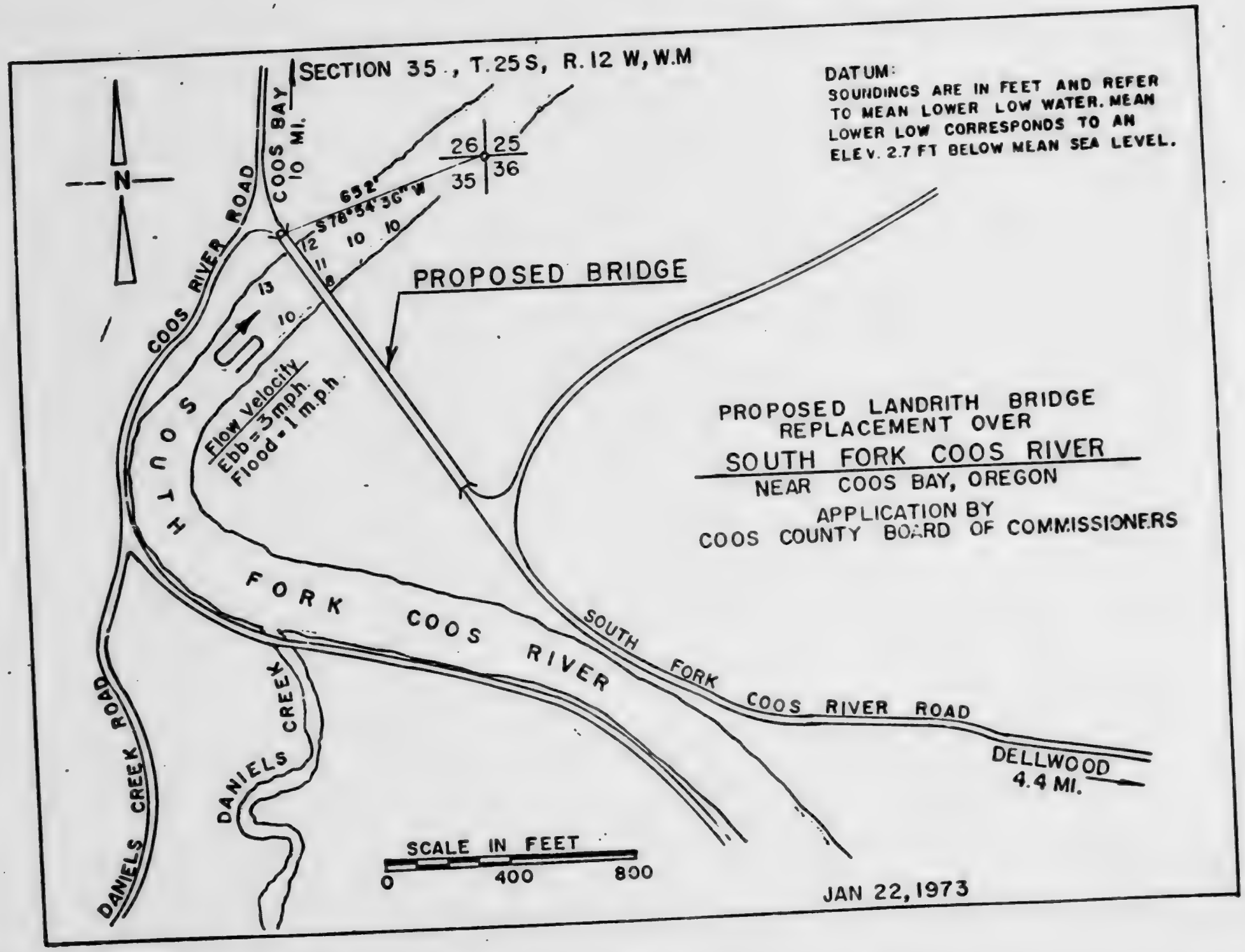


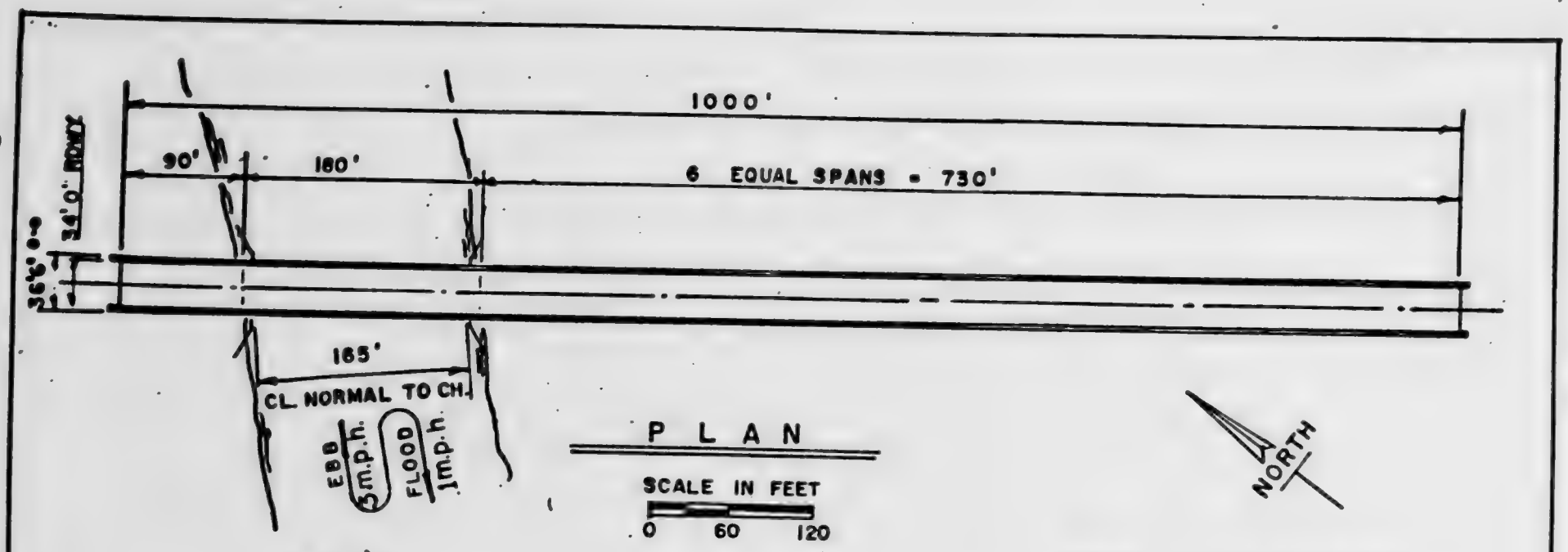
S. Coos Riv. (Landrith) Br. Sect.

S. Coos River Rd

Coos County


COOS RIV. HWY.
To Coos Bay
RD.
ALT. NO. 3
Millicoma River
LANDRITH
30 ADT
500 ADT
Rock Bluff
SOUTH COOS RIVER RD.
EXISTING LANDRITH BR.
To Coos Bay
SOUTH COOS RIVER
ALT. NO. 2
730 ADT
200 ADT
RD.
ALT. NO. 1
To Dellwood
DANIELS CR. RD.
Daniels Cr.


SECTION 35 , T.25S, R.12 W, W.M
N
COOS BAY
10 MI.
COOS RIVER ROAD
652'
S78°54'36"W
26
25
35
36
12
10
10
11
8
13
10
PROPOSED BRIDGE
Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h
SOUTH FORK COOS RIVER
DANIELS CREEK ROAD
DANIELS CREEK
SOUTH FORK COOS RIVER ROAD
DELLWOOD
4.4 MI.
SCALE IN FEET
0
400
800
DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.
PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973



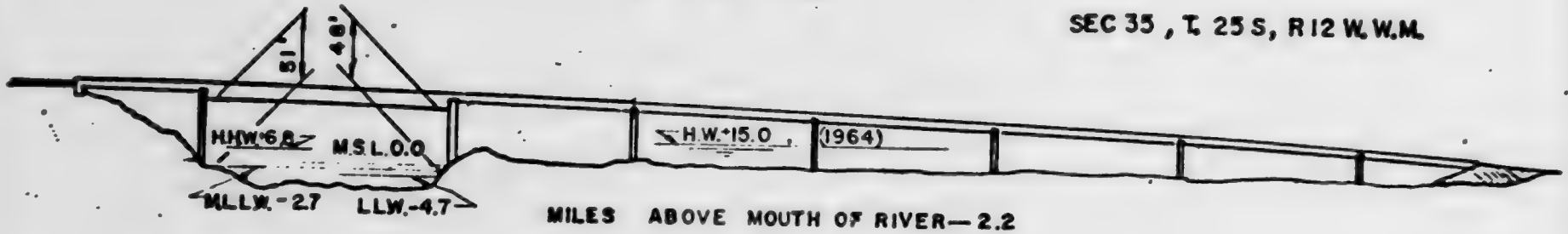
PLAN

SCALE IN FEET

0 60 120

NORTH

SEC 35, T. 25 S, R 12 W.W.M.



MILES ABOVE MOUTH OF RIVER — 2.2

ELEVATION

SCALE IN FEET

0 60 120

EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

19 July 1973

Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Coos River, South Fork, Landrith Bridge Replacement

Gentlemen:

In accordance with your written request dated 17 July 1973, I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to conduct test drilling in the Coos River, South Fork, as shown on the attached drawings.

If the work herein authorized is not completed on or before 31 December 1973 this Letter of Permission, if not previously revoked or specifically extended, shall cease and become null and void.

The Oregon State Highway Division shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Environmental Protection Agency and/or the State of Oregon Department of Environmental Quality having jurisdiction to abate or prevent water pollution. Such regulations, conditions, or instructions, in effect or prescribed by the Environmental Protection Agency or State of Oregon Department of Environmental Quality, are hereby made a condition of this Letter of Permission.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

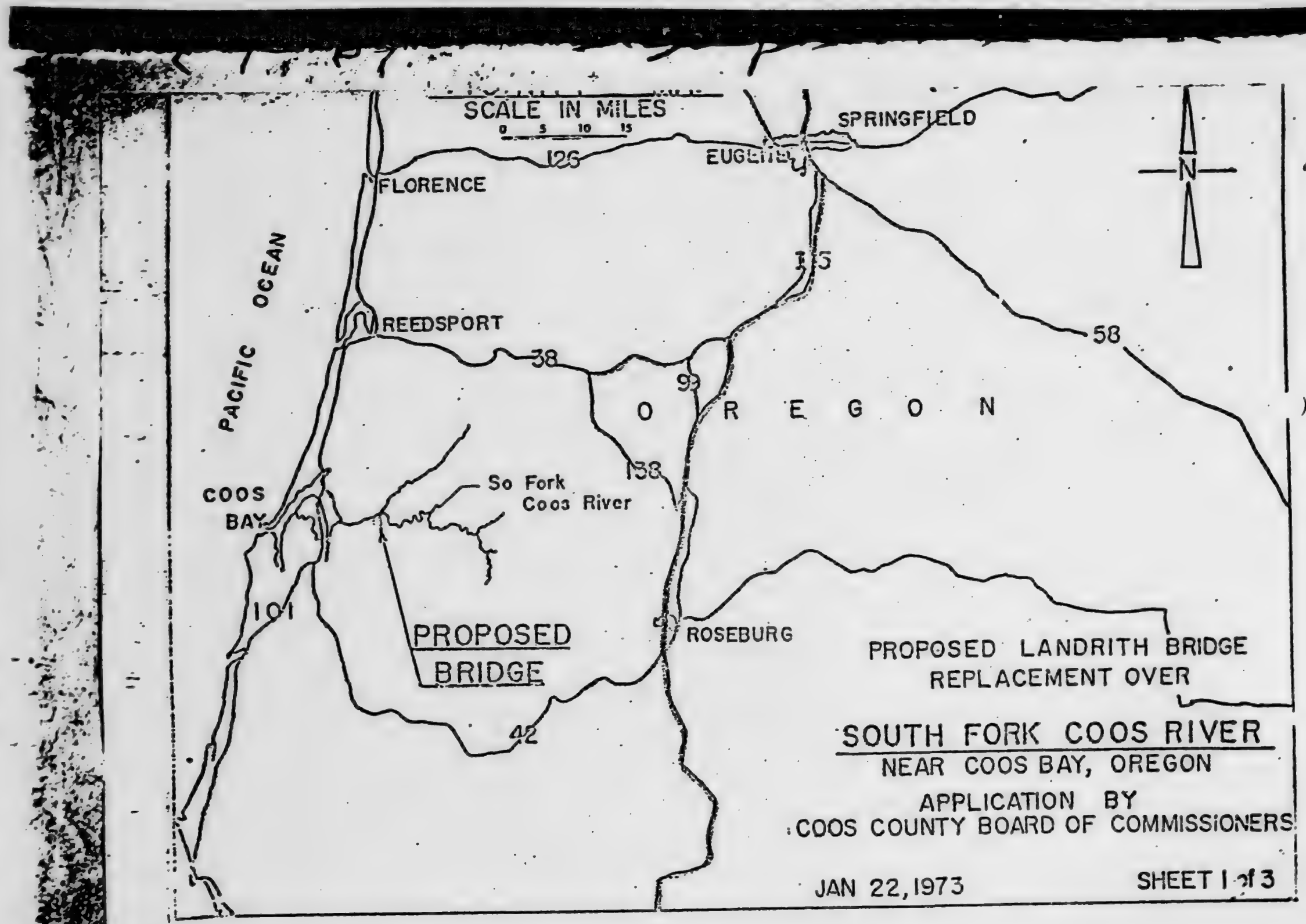
CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

By R. J. HEINEMAN
Chief, Navigation Division

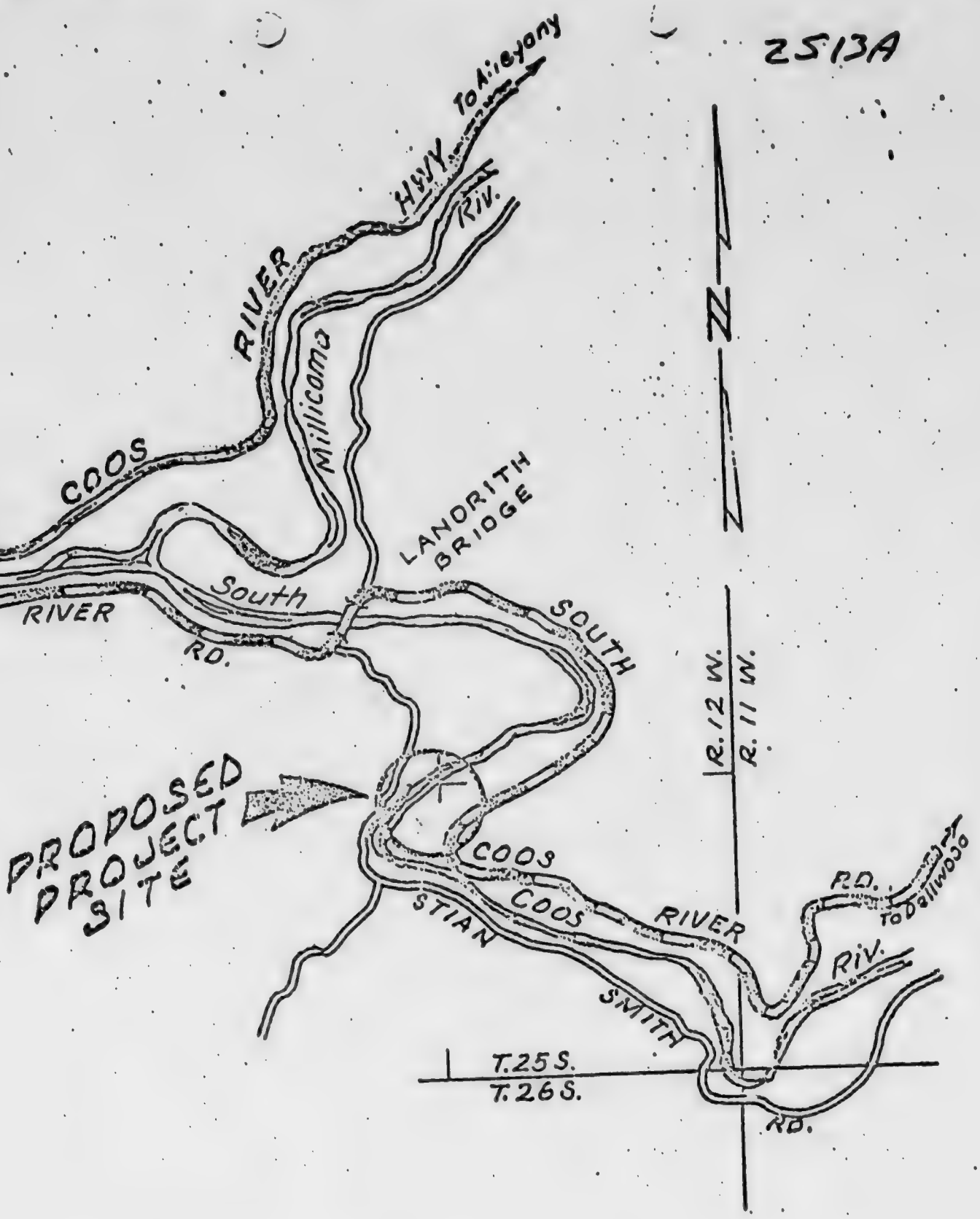
RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

1-25-13
cc: Hart
Young


SCALE IN MILES
0 5 10 15
SPRINGFIELD
EUGENE
126
FLORENCE
PACIFIC OCEAN
5
REEDSPORT
58
38
99
O R E G O N
138
So Fork
Coos River
COOS
BAY
101
PROPOSED
BRIDGE
ROSEBURG
42
N
PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973
SHEET 1 of 3

2513A



S. Coos Riv. (Landrith) Br. Sect.
S. Coos River Rd
Coos County

SECTION 35., T.25S, R.12 W, W.M

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

N

COOS BAY 10 MI.

COOS RIVER ROAD

26 25
35 36

652'
S78°54'36"W

12 10 10
11
8

Proposed Test Holes

PROPOSED BRIDGE

13
10

SOUTH

Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h.

FORK COOS RIVER

SOUTH FORK COOS RIVER ROAD

DELLWOOD
4.4 MI.

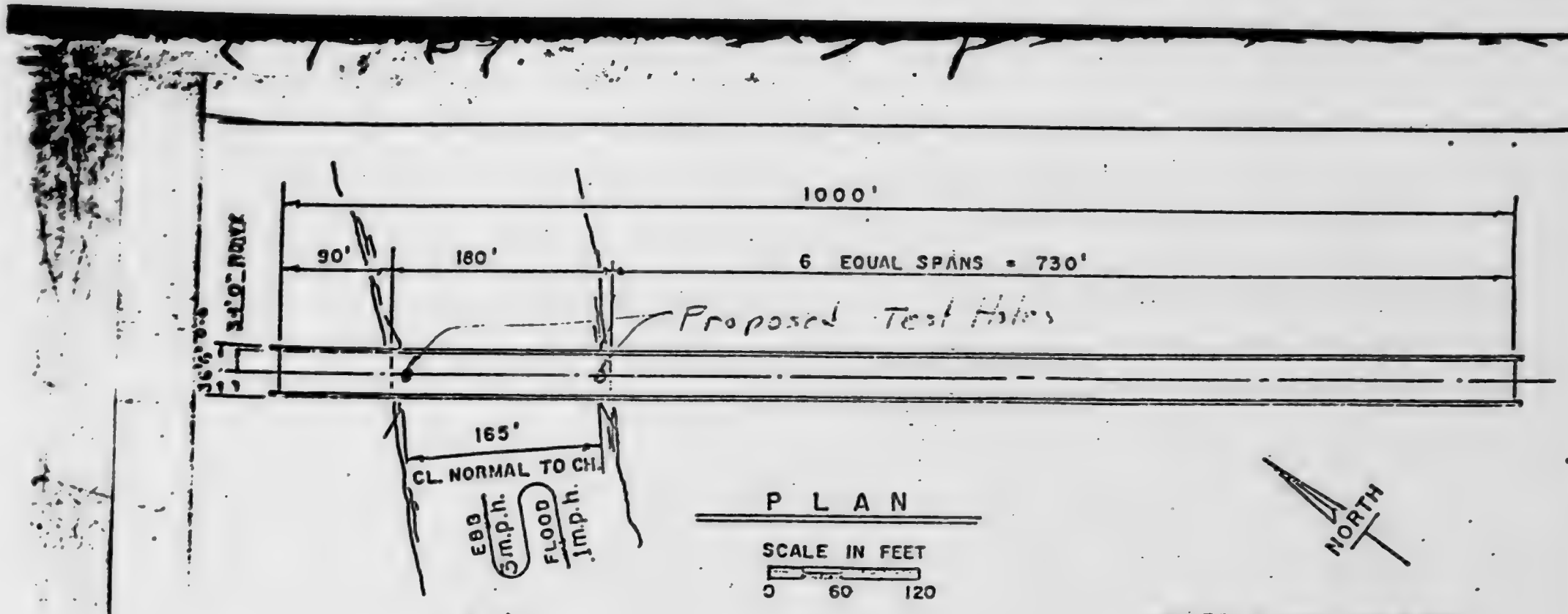
DANIELS CREEK ROAD

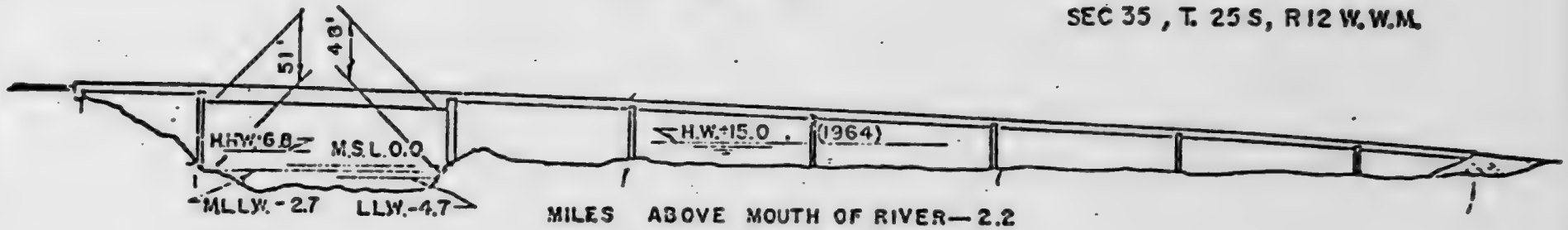
DANIELS CREEK

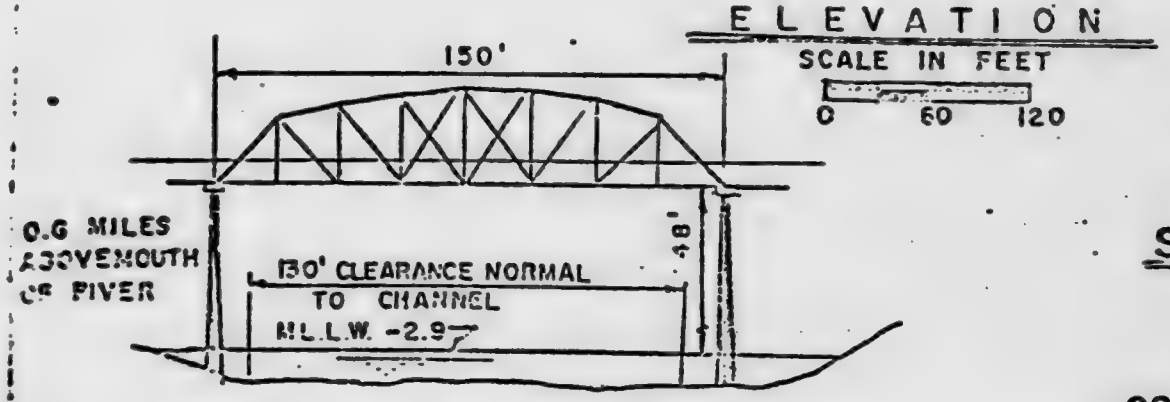
SCALE IN FEET
0 400 800

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973







PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-5966

3271
Ser 65
2 FEB 1973

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
FOR

In reply refer to
Proposed bridge across
South Fork Coos River
near Coos Bay, Oregon

2 cys Rec'd
1-cy to

PUBLIC NOTICE NO. 73-N-01

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Coos County, Oregon, for approval of plans and location for a bridge across a navigable waterway, as follows:

NOTED
A. E. JOHNSON

WATERWAY AND LOCATION

South Fork Coos River at Mile 2.2, near Coos Bay, Oregon.

CHARACTER OF WORK

Construct a fixed 2-lane highway bridge to provide a new connection between the Coos River Road on the left bank with the South Fork Coos River Road on the right bank. The proposed structure will consist of 8 spans and be 1000 feet in overall length. The navigation span will provide the following clearances:

Horizontal - 165 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW
(3 feet additional clearance at north pier)

The proposed bridge will replace an existing bridge at Mile 0.6 which provides the following clearances:

Horizontal - 130 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted rests upon the effects of the bridge on navigation and on the human environment. Other pertinent facts, such

P/N 73-N-01
Proposed bridge across
South Fork Coos River

as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc. will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The State of Oregon, Department of Environmental Quality, has certified that the replacement structure as proposed will not violate applicable water quality standards as called for by Public Law 91-224. The applicant has submitted a draft negative declaration of environmental impact which is on file in this office.

SOLICITATION OF COMMENTS

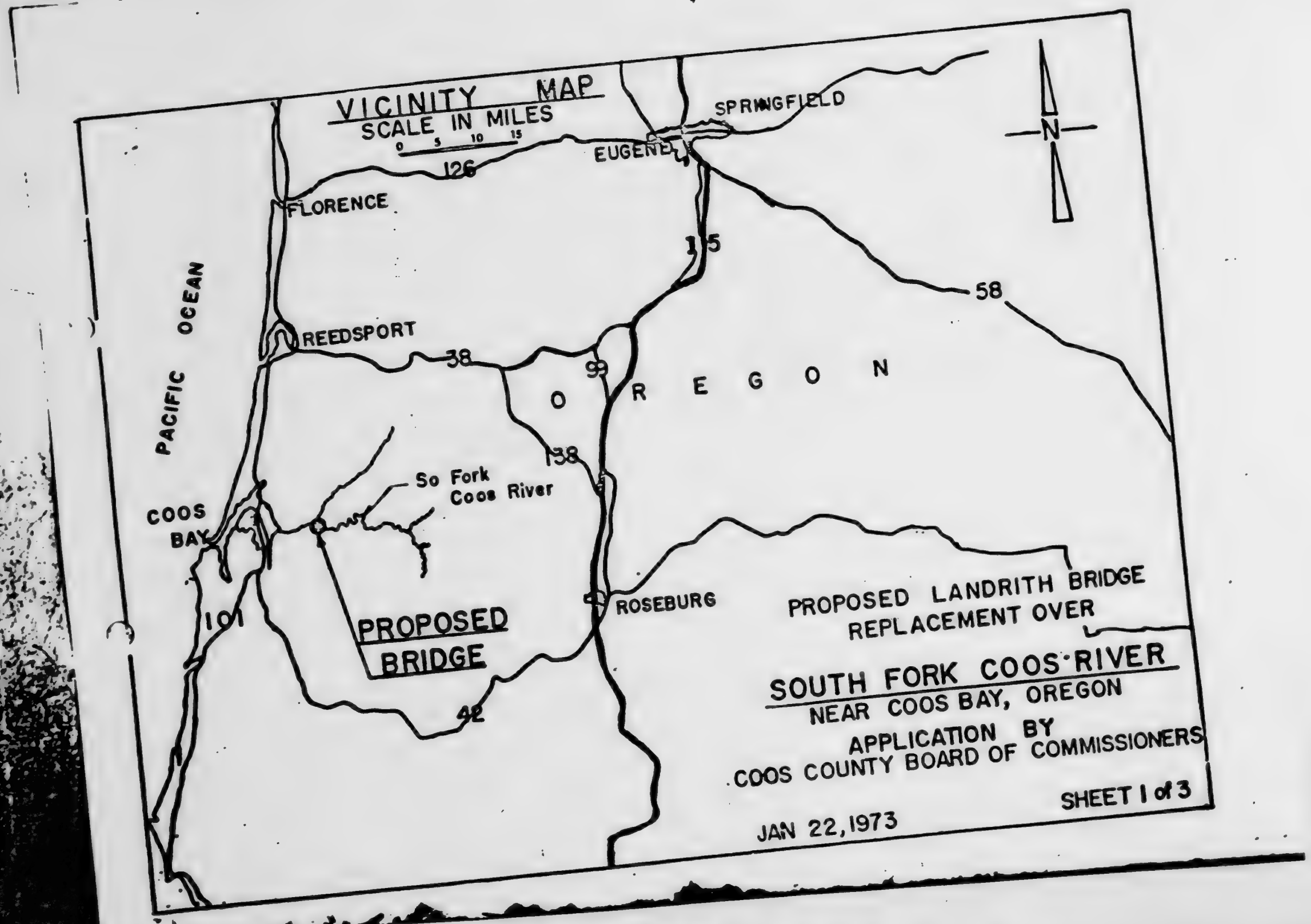
Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of navigation clearances, and the effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 9 March 1973.

Plans of the proposed bridge are attached.

This Notice consists of 2 pages and 3 sets of drawings.

D. A. WEBB
Captain, U. S. Coast Guard
Chief of Staff, 13th Coast Guard District

Encl: (1) drawings - 3


VICINITY MAP
SCALE IN MILES
0 5 10 15
SPRINGFIELD
EUGENE
126
FLORENCE
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REPLACEMENT OVER
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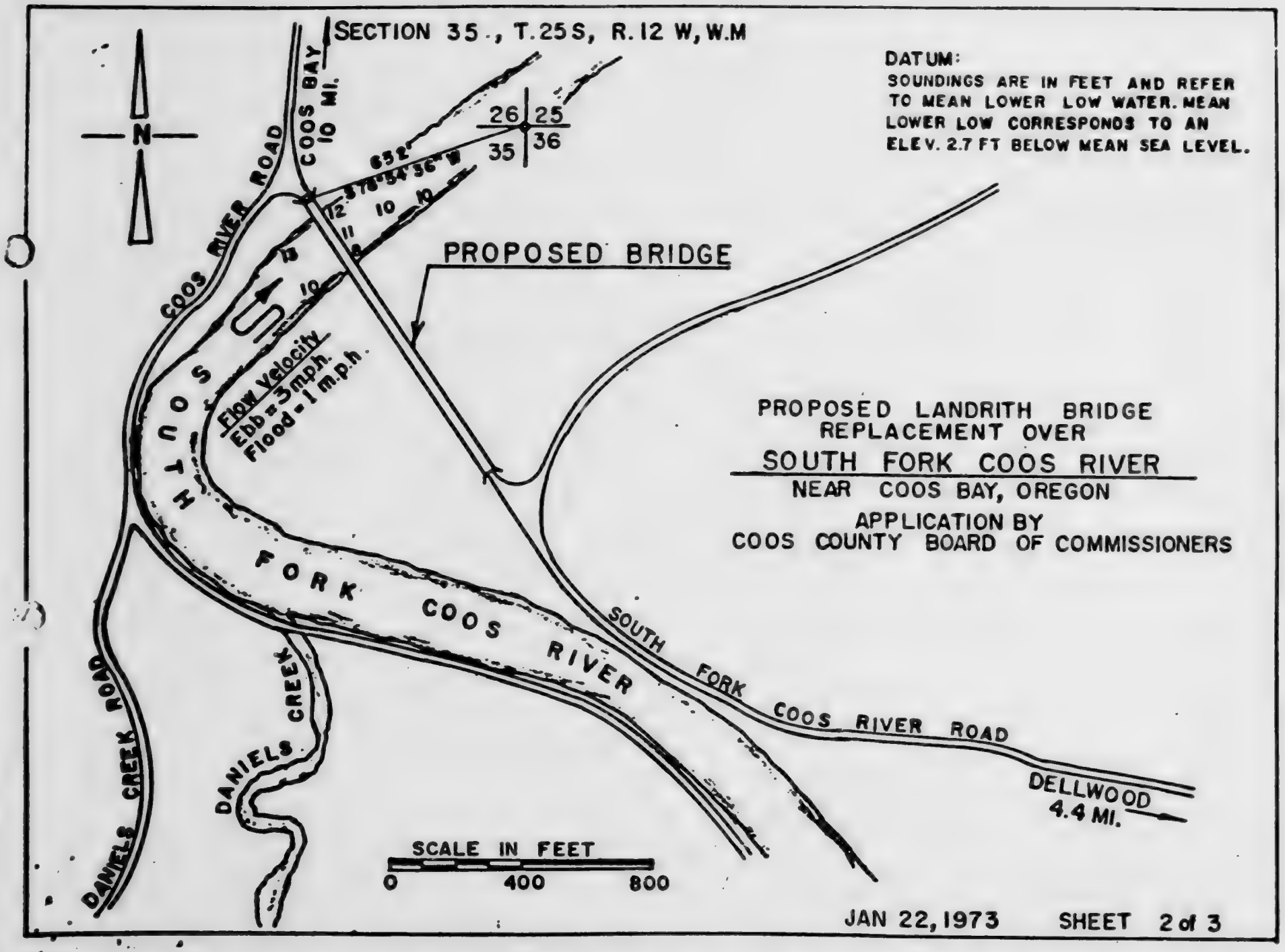
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973
SHEET 1 of 3


SECTION 35., T.25S, R.12 W, W.M
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COOS RIVER ROAD
26
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632'
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PROPOSED BRIDGE
SOUTH FORK COOS RIVER
Flow Velocity
Ebb = 3 m.p.h.
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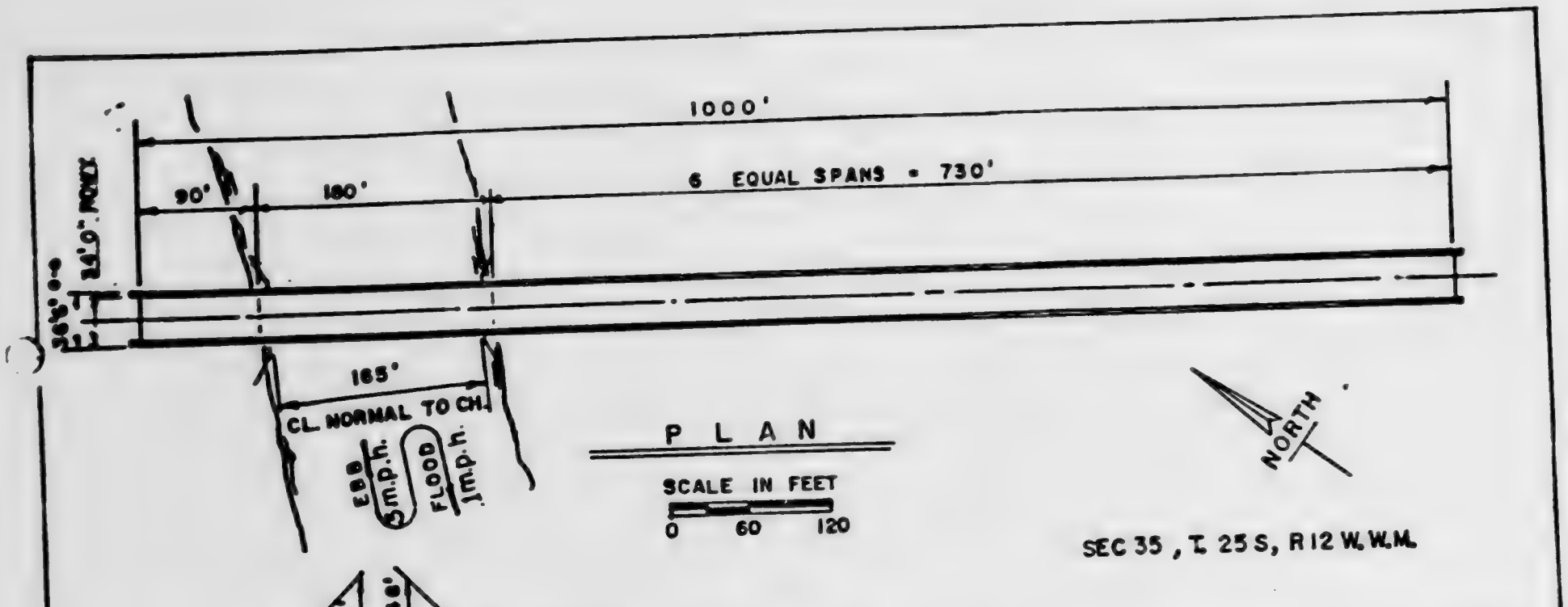
PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
SOUTH FORK COOS RIVER ROAD
DELLWOOD
4.4 MI.
DANIELS CREEK ROAD
DANIELS CREEK
SCALE IN FEET
0
400
800
JAN 22, 1973
SHEET 2 of 3

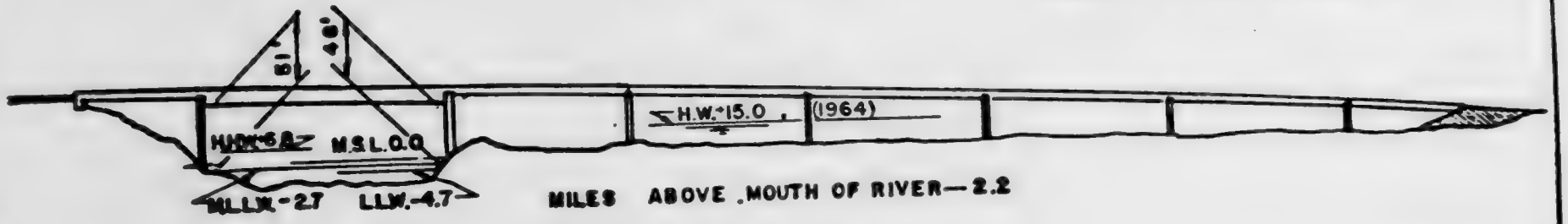


PLAN

SCALE IN FEET

0 60 120

SEC 35, T. 25 S, R 12 W. W.M.



MILES ABOVE MOUTH OF RIVER—2.2

ELEVATION

SCALE IN FEET

0 60 120

EXISTING LANDRITH BRIDGE:

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973

SHEET 3 of 3

8054

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 15, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT S. Coos River (Landrith) Bridge
FAS 255
Coos County

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located approximately 2.2 river miles upstream from the confluence of the South Fork Coos and Millicoma Rivers in Coos County, Oregon, in Section 35 T. 25S R. 12W. W.M., some 10 miles east of the city of Coos Bay.

The proposal includes plans for construction of a bridge across the South Fork Coos River to connect the Coos River Road on the left bank of the river with the South Fork Coos River Road on the right bank. The proposed new structure will replace the existing Landrith Bridge which is located approximately 0.6 river mile upstream from the confluence of the South Fork Coos and Millicoma Rivers. The new structure will be approximately 1,000 feet in length, 34 feet in roadway width, and will be supported on precast concrete and/or steel girders. Included in the project are approach fills, road connections, and guardrail as required for safety. Coos County will construct the base and wearing surface on the approaches and obtain all necessary right-of-way and easements.

There will be minimal disruption of traffic during construction, since the existing bridge and roads will remain in service until the project is operational, at which time the County will remove the existing structure.

To make the proposed project effective in the local transportation system, it will be necessary for the County, using its own resources, to upgrade a short section of the Coos River Road. This is the portion between the existing bridge and the proposed site.

PURPOSE OF PROJECT The purpose of this project is to replace an obsolete, narrow bridge with a structure that will meet current design standards and provide greater convenience and safety to the majority of road users.

The new structure will be adequate for the heavy log truck traffic and will provide suitable navigation clearing for tow boats and marine construction equipment.

EXISTING ENVIRONMENTAL SETTING The proposed project is situated in a sparsely settled coastal river valley. The valley floor is a flood plain used principally for pasture-land, while steep and heavily wooded hills rise from the valley. The river is tidal for several miles upstream from the project site, substantial log raft traffic exists, and the river supports a limited sports fishery.

The project begins on the Coos River Road, where the river crowds the northwesterly foothills and the road is benched into the hillside. The new structure will cross the river; traverse the flood plain lying on the right bank; and meet the South Fork Coos River Road, which parallels the juncture of the flood plain with the southeasterly foothills.

Four or five land ownerships lie within the project limits. No dwellings, buildings, business or commercial enterprises, parklands, recreational areas, wildlife refuges, known historic sites, or public lands (except for the existing road rights-of-way) are within or adjacent to the project boundaries. The nearest dwelling is located across the South Fork Coos River Road from the southeasterly terminus of the project. No other dwelling or building lies within 300 feet of the proposed structure.

ALTERNATIVES TO THE PROPOSAL Alternate sites for the Landrith Bridge replacement have been considered. These alternates are based on a study made by Oregon Bridge Engineering Company, a consulting firm acting as agent for Coos County.

Circulation of the notice of intent (OMB A-95) has been completed through the State Clearinghouse process. The response indicates concurrence by the Regional Council of Government. A copy of the review form and a letter from the Coos-Curry Council of Government are included with this document.

Alternate 1 (the present proposal) calls for a structure approximately 1.5 miles upstream from the existing Landrith Bridge. The new structure would be approximately 1,000 feet long with short roadway approaches at each end. Since the proposed structure will connect existing roadways on elevated land points, a vertical navigation clearance of 49.5 feet above mean low water will be provided. The grade on the structure will vary from a minimum of 2 percent to a maximum of 4.4 percent. An eighty-foot strip of right-of-way will be required, with the resultant loss of farmland. This private land is currently in pasture use, which is typical of other narrow strips of adjacent flood plain in the community.

Alternate 2 calls for a new structure at the existing bridge site; this structure would consist of a 1,000-foot bridge with its attendant roadway approaches alongside of and immediately upstream from the present structure. In order to maintain a forty-eight-foot vertical clearance above mean low water, it would be necessary to construct the new structure with grades of 8 percent rising from the existing roadways to the center span. Right-of-way requirements and loss of farmland would be virtually the same as Alternate 1.

In Alternate 3, the bridge would be located on the Millicoma River approximately 0.5 mile north of the present Landrith Bridge. The new bridge would be 1,000 feet in length with roadway approaches connecting Landrith Road and the Coos River State Secondary Highway. The structure would have a maximum 6 percent grade and a vertical clearance of forty-eight feet above mean low water. Because of the greater length of roadway to be constructed, more right-of-way would be required and more farmland taken out of production than for either Alternate 1 or 2.

The selected minimum vertical clearance was determined after coordination with local industrial marine representatives.

A fourth alternate would be to repair or partially rebuild the existing bridge and not build a new one. This alternate is not economically feasible; therefore, total replacement is deemed necessary. The cost of the structures is estimated to be the same for the three alternate sites, since each would be approximately 1,000 feet long. The cost of roadway approaches for Alternate 3, because of added length, would be greater than that of Alternate 1 or 2.

The Coos County officials, in order to allow public input into the planning process of the proposed project, conducted an informal and a formal public meeting on February 27, 1973. As a result of the comments and testimony given by the participants and, having considered the engineering data plus the social, economic, and environmental effects of the three alternates, the Coos County Board of Commissioners has selected Alternate Number 1.

In choosing Alternate 1, the County took into consideration the effects of this plan on needs for the future county road system in the area. South Coos River Road is the main log hauling route from the Dellwood area to Coos Bay and vicinity, and, as such, must be developed to a higher standard to meet existing and future traffic needs. The most critical section of this route lies along the northerly bank of the South Coos River and consists of a dangerously narrow winding section of road notched into a steep rock bluff. A bridge constructed at Site 1 would eliminate this section for most of the traffic having an origin or destination upriver from the bridge.

The adoption of Alternate 1 will have a marked effect on the local traffic pattern, as it will shift the river crossing upriver about two miles. By road it will mean a 4-1/2 mile length added to the round trip for those persons using Landrith Road, a two-mile unpaved road adjacent to the Millicoma River.

In contrast, the revised location would reduce the trip approximately a mile for 500 or more vehicles per day using the South Coos River Road. Graphic presentation of this change in local traffic is shown on an attached sketch map. There has been some increase in the traffic volumes since the sketch was drawn. The figures represent the conditions in 1971.

If Alternate 2 were chosen, future road reconstruction along the north bank would cost an estimated $640,000; and if Alternate 3 had been chosen, future road reconstruction in the same area would cost an estimated $920,000. The construction of Alternate 1 will provide for the future reconstruction of only 0.7 mile of road south of the river at an estimated cost of approximately $250,000. It will also provide the greatest service to the largest number of road users by eliminating a dangerous section of road, cutting travel time and distance for the arterial traffic, and providino the most economical method of future road reconstruction.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most notable impacts of the proposal will be the benefits of safety and mobility to the road user. In addition, a reduction in future road improvement and maintenance costs as well as lower road-user costs will be realized by shortening the main traveled route.

The new structure will be rather prominent in the landscape, being 1,000 feet long and crossing the valley at nearly right angles. However, the construction will be of low profile, with long spans and simple lines. It will not impair or obstruct the view for valley residents to any substantial degree. Care will be taken to provide an attractive and durable structure.

The traffic noise levels associated with the existing route will be transferred to the relocated bridge and to that portion of the Coos River Road included in the project area. The latter road presently carries about 200 vehicles daily, which will be increased by at least 500 or more.

However, on the subject section there are no human habitations. One farmstead unit is upriver from the proposed bridge site and would be within the audible range of the new route.

The work requirements for improvement of the above-mentioned road connection will include clearing, grubbing, blasting, and general earthwork associated with road construction. The terrain is relatively rough, of the sidehill sort, with dense brush and timber cover up to the existing narrow shoulders.

Some additional right-of-way will be acquired to accommodate such cut and fill slopes, as will be required in the widening and straightening activity. The County Road Department estimates that about two acres of right-of-way may be acquired.

None of this projected construction will reach the river, and it can be completed without serious disruption to local traffic if it is coordinated with the new bridge work and subsequent dismantling of the existing obsolete structure. The length of the reconstruction work on the Coos River Road would be approximately 3,300 feet.

In connection with the new bridge work only minor brushing and clearing will be required, and care will be taken to keep disturbance of the riverbanks or vegetation to a minimum. The flood plain pastureland will be crossed with a structure of long spans. Filling of the flood plain will be avoided except immediately adjacent to the South Fork Coos River Road, where fills will be placed for a road connection. The character of the area will thus be maintained and maximum use of the pastureland retained, since the right-of-way will be unfenced and access kept open to the land under the structure as long as it remains in one ownership.

No residents will be displaced, nor will any buildings be affected by this project.

The estuary of the Coos River, which includes portions of the South Coos River and the Millicoma River, is recognized as a resource area that has been severely degraded by the influence of industrial and commercial activity. Since the project site under discussion lies within the intertidal zone, the project must be considered to have the potential for temporary impact on the estuarine environment.

Some forms of work, such as the placing of cofferdams and piling and excavation activities, will produce siltation during the construction period. The extent of work at this site is not of large scale, but applicable regulations will be enforced to reduce or eliminate harmful pollution or siltation.

No work will be undertaken during critical periods of fish migration or in flood conditions. All applicable regulations -- Federal, State, and local, concerning erosion control, air pollution, and water quality -- will be observed.

In compliance with existing U.S. Coast Guard requirements, the Coos County Board of Commissioners submitted a request for approval to construct a steel and concrete girder structure at the selected Coos River site.

The minimum vertical clearance for navigation under the proposed structure at MLLW would be equal to the existing structure at the south pier and would exceed the minimum by three feet at the north pier. The horizontal clearance of the proposed structure was 165 feet (measured horizontally to the channel) as compared to 130 feet on the present crossing. The above dimensions are considered to be adequate for all anticipated marine commerce. The present design calls for piers that will be clear of the water surface at mean sea level (0.0').

The proposed design is such as to permit continued use of the waterway, consistent with present and projected future needs, except for temporary restriction of the waterway during construction. However, this restriction will be kept to the minimum practicable.

During construction all work such as pier placement, concrete pouring, and related activities will be carried out in accordance with the existing laws for environmental protection.

BASIS FOR NEGATIVE DECLARATION

The proposed structure is needed to replace an obsolete and badly deteriorated bridge which provides the sole public road access from the Coos Bay region to a large area of land lying between the South Fork Coos River and the Millicoma River; extensive forestry operations and farming and residential lands are within that area. The benefits accruing to the public by providing a safe structure, as well as by reducing future

road improvement and maintenance costs, will outweigh any minor damage to the adjacent lands. Detrimental impacts to the local environment, if any, will be negligible.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur Warren W. Cusick for Division Engineer Date 1-22-74

SJC:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
R. E. Royer
W. J. Hart
A. Shirley, Jr.

8054

yellow

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 30, 1973

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 434
Coos Bay, Oregon 97420

FROM L. H. Young
Office Engineer

SUBJECT Notice of Intent for FAS-C Funds
State Admin. Dist. No. 7
S. Coos River (Landrith) Bridge, FAS 255
So. Coos River Road
Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is January 2, 1974.

Attachment

BLG:lsk

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
R. A. Sandmann
Alfred Shirley, Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	[8] PNRS #	[9] CARD TYPE:	Page One

02 [12] APPLICANT: State Highway Division [45] | [46] DIVISION: Department of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. H. Young [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: S. Coos River (Landrith) Bridge, FAS 255 Dist. 7 [71]

11 [12] PROJECT LOCATION CITY: So. Coos River Road [45] | [46] PROJECT LOCATION COUNTY: Coos [79]

05 [12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct a reinforced concrete bridge approximately 1,000 feet long with a [71]

06 [12] 32-foot roadway. Guardrail for the approaches is to be furnished as part of [71]

07 [12] project. Design and construction engineering is to be done by a consulting [71]

08 [12] firm (Oregon Bridge Engineering Company). [71]

09 [12] State to check bridge design and award contract and supervise construction. [71]

10 [12] (See Remarks) [71]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
750,000		125,000	125,000		1,000,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [45]

15 [12] FEDERAL AGENCY NAME: Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[X] 37	[ ] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: January [42] | [43] DAY: 2 [44] | [45] YEAR: 1974 [46]

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date November 30, 1973

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 30, 1973

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division and Coos County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 48
(c) State Senatorial District(s) Number(s) 24

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

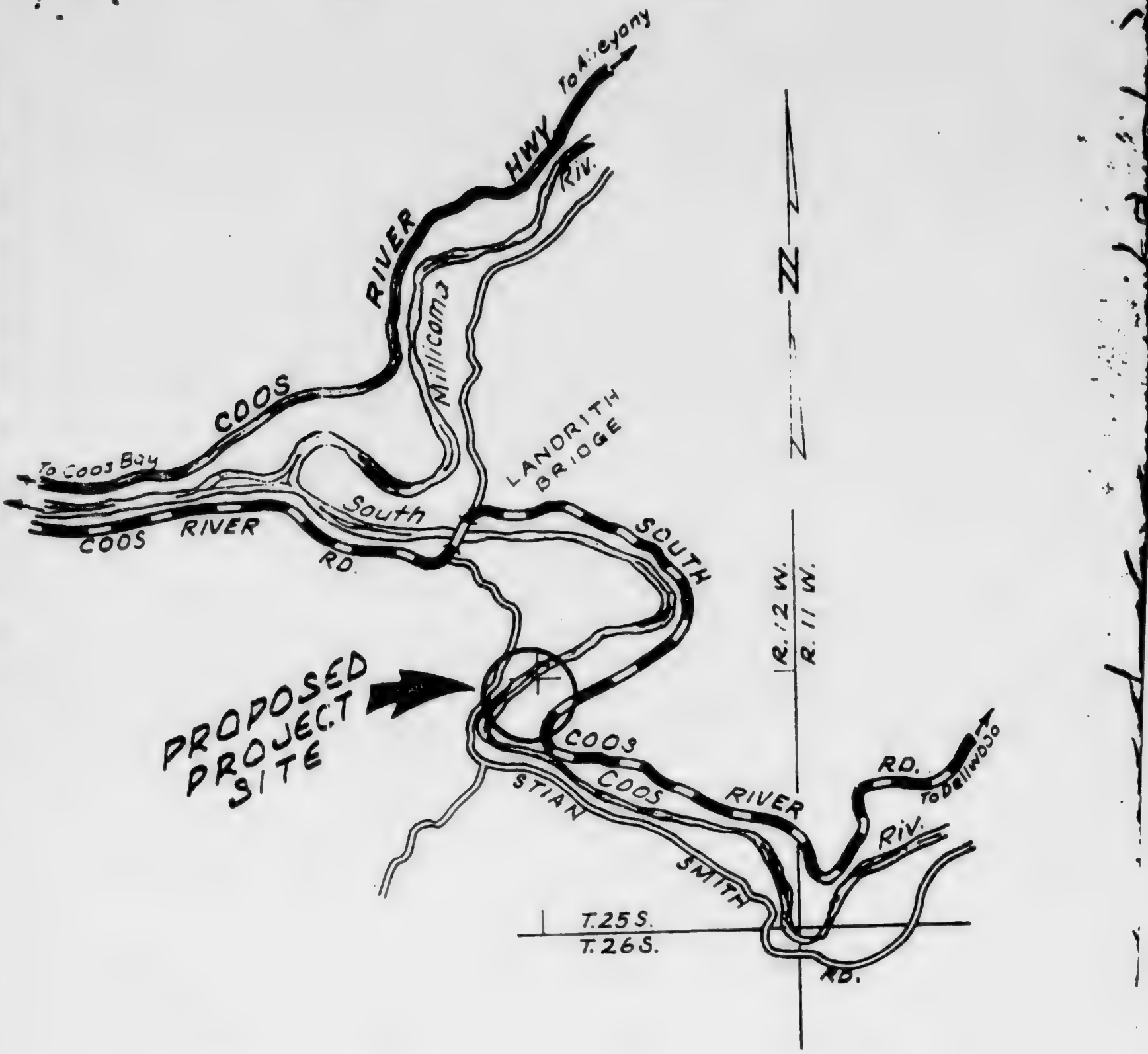
(e) Will accounting for it be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

County will construct the approaches and connections, install guardrail and place riprap.

Hearing is necessary.

17(F) The appropriate type of environmental statement will be prepared.



S. Coos Riv. (Landrith) Br. Sect.

S. Coos River Rd

Coos County

8054

November 13, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Proposed FAS-C Project

The attached tabulation describes a proposed Federal Aid Secondary project in Coos County. This project is replacing the Landrith Bridge over the S. Coos River on FAS 255. The FAS funds required for this project is estimated to be approximately $1,000,000, of which $125,000 will be the cost to the State. Construction engineering is to be done by a consulting firm.

The project has been investigated and was found to be eligible for the use of FAS funds.

This request will be on the agenda for the November 21 meeting and I recommend your approval.

bc: C. W. Head
George Baldwin
F. B. Klaboe
V. Skoog
R. L. Schroeder
L. H. Young
H. S. Cox
A. F. Shirley
Gary Sund
R. E. Whipps

HR:ljt cm

~~PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
COOS	255	S. Coos River (Landrith) Bridge Section	$1,000,000	$125,000
		(To be supplemented with future allocations)		
		TOTAL NEW PROJECTS	$1,000,000	$125,000

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	$5,090,000	$4,108,000	$9,198,000
Approved Projects (corrected to date)	5,090,000	872,000	5,962,000
Unprogramed Balance	--	$3,236,000	$3,236,000
Projects ~~Proposed~~ - 11/21/73	--	1,000,000	1,000,000
Unprogramed Balance	--	$2,236,000	$2,236,000

73-d
11/7/73

~~PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
COOS	255	S. Coos River (Landrith) Bridge Section	$1,000,000	$125,000
		(To be supplemented with future allocations)		
		TOTAL NEW PROJECTS	$1,000,000	$125,000

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	$5,090,000	$4,108,000	$9,198,000
Approved Projects (corrected to date)	5,090,000	872,000	5,962,000
Unprogramed Balance	--	$3,236,000	$3,236,000
Projects ~~Proposed~~ - 11/21/73	--	1,000,000	1,000,000
Unprogramed Balance	--	$2,236,000	$2,236,000

73-d
11/7/73

COOS COUNTY
Proposed Project

FAS 255: S. Coos River (Landrith) Bridge Section; Structure only.
~~$100,000~~ $ 1,000,000

Construct a reinforced concrete bridge approximately 1,000 feet long with a 32-foot roadway. Guardrail for the approaches is to be furnished as part of project. Design and construction engineering is to be done by a consulting firm (Oregon Bridge Engineering Company).

State to check bridge design and award contract and supervise construction.

County will construct the approaches and connections, install guardrail and place riprap.

Hearing is necessary.

NOTE: To be supplemented with future FAS allocations.

73-d
11/7/73

11-2-73

MEMO TO FILES

RE: Landrith Bridge
FAS 255, Coos County

Monday, October 29, 1973, I met with Wally Palmateer, Lonnie Van Elsberg, Frank Rema, and M. R. Moffitt in the Coos County Courthouse to discuss the Landrith Bridge project.

Financing was of prime importance and it was agreed to eliminate all major grading work. The end approaches will be negotiated later and hopefully the County will be able to do this work.

All right-of-way purchase is to be done by State, in name of County, and our negotiators must first receive instructions from the County Board. County will pay for this work.

Right-of-way descriptions will be furnished to State by Oregon Bridge.

County-City Section is to notify Oregon Bridge as soon as the negative environmental declaration has been approved (#9 on list).

County-City Section is to notify Oregon Bridge, by letter, and State right-of-way people, by letter, of County action regarding right-of-way purchase.

Si Cox.
Si Cox
County-City Engineer

HSC:mm
11/2/73

cc: W. J. Hart
J. H. Versteeg
Ken Chatwood
Wally Palmateer
Lonnie Van Elsberg
A. Shirley

OE AE UE
RPE

8054

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 17, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A.E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

4K

SUBJECT Proposed FAS-C Projects
Proposed FAS-C Cancellation

The accompanying tabulations describe six proposed Federal-Aid Secondary projects--one each in Baker, Crook, Deschutes and Jefferson Counties, and two projects in Malheur County, along with a request for the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106. The FAS funds required for this project are estimated to be $275,000, of which $34,375 will be the cost to the State.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401. This bridge is approximately five miles north of Prineville and is estimated to cost approximately $50,000, of which $6,250 will be the cost to the State.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the city of Madras on

FAS 16-108. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State. The county's share of this project is to be made up by the City of Madras' $25,000 SCA funds.

The two projects requested by Malheur County are for bridges on Foothill Drive, FAS 23-103; one being over Willow Creek and the other over a drainage ditch. The estimated cost of these structures is approximately $70,000, of which $8,750 will be the cost to the State.

Coos County is requesting the cancellation of the Chandler-Landrith Bridge Section on FAS 255. The County has decided to replace the Landrith Bridge instead of improving this section of roadway.

These matters will be on the agenda for the October 24 meeting and I recommend their approval.

Attachments

bc C. W. Head
George Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
H. S. Cox
Walter Hart
L. H. Young
Vern Skoog
Gary Sund
Robert Whipps

HR:ljt ja

PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
BAKER	01-106	Chandler Ranch-Powder River Section, Chandler Lane. Structure, grade and pave.	$ 275,000	$34,375
CROOK	401	McKay Creek (McKay Creek Road) Bridge Section.	50,000	6,250
DESCHUTES	555	Little Deschutes River (Burgess) Bridge Section.	100,000	12,500
JEFFERSON	16-108	Willow Creek (2nd Street - Madras) Bridge Section. Structure and approaches.	100,000	12,500
MALHEUR	23-108	Drain Ditch (Foothill Drive) Bridge Section. Structure, grade and surface.	40,000	5,000
MALHEUR	23-108	Willow Creek (Foothill Drive) Bridge Section. Structure and approaches.	30,000	3,750
		TOTAL NEW PROJECTS	$595,000	$74,375

CANCELLATION OF PREVIOUSLY APPROVED PROJECT:

COOS	255	Chandler-Landrith Bridge Section. S. Coos River. Grade, base and pave. Transfer of Federal funds - $26,882. $26,882 Federal funds equals $36,000 FAS funds.	$400,000
		TOTAL CANCELLATION	$400,000
		ADJUSTED TOTAL NEW PROJECTS	$195,000

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	5,090,000	4,108,000	9,198,000
Approved Projects (corrected to date)	5,090,000	639,000	5,729,000
Unprogramed Balance	--	3,469,000	3,469,000
Projects Proposed - 10/24/73	--	195,000	195,000
Transferred FAS funds	--	36,000	36,000
Unprogramed Balance	--	3,238,000	3,238,000

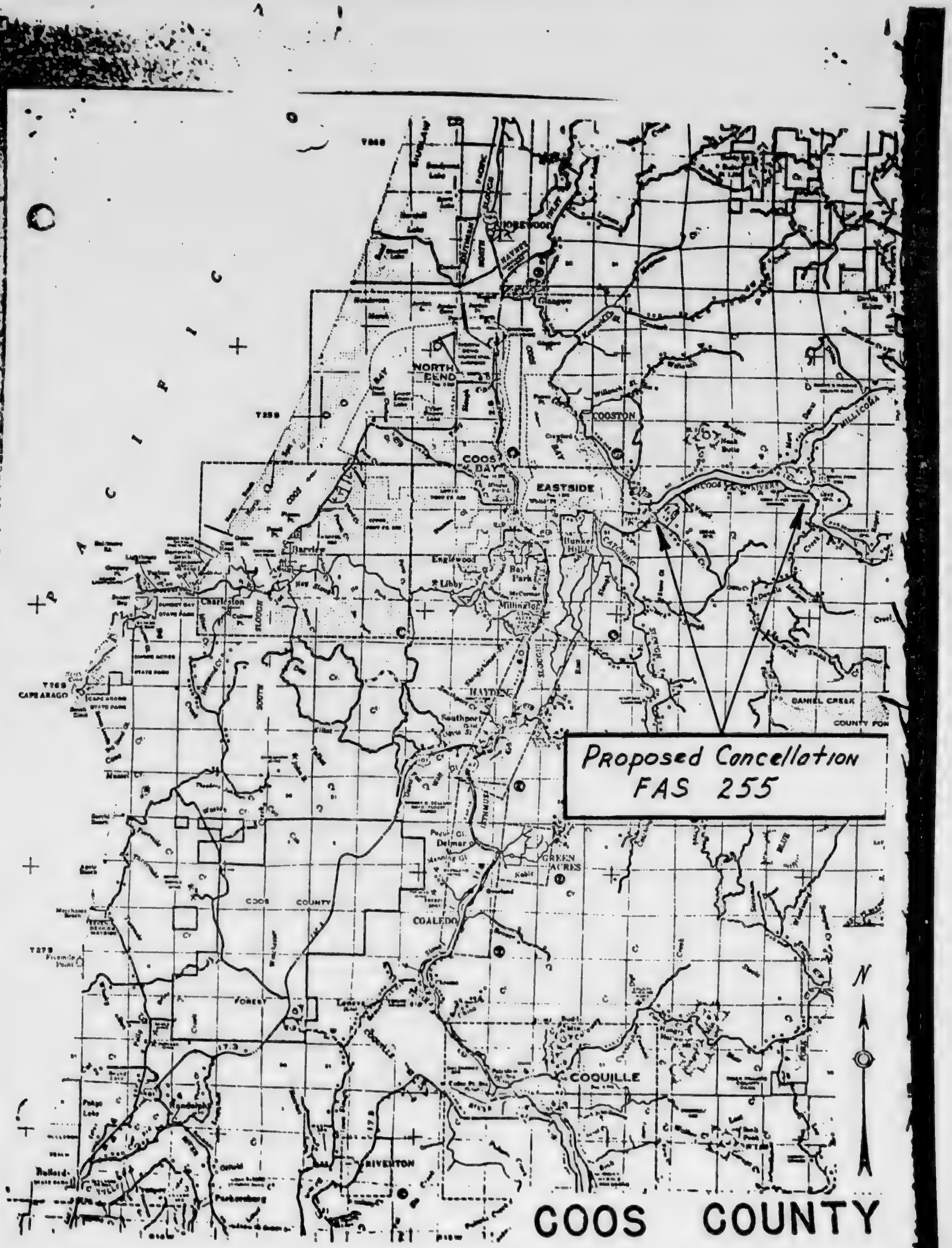
73-c
10/12/73

COOS COUNTY
Proposed FAS Cancellation

FAS 255: S. Coos River Road, Chandler-Landrith Bridge Section. Grade, base and leval. $400,000, 4 miles.

This project was approved by the Highway Commission at the December 17, 1968 meeting. Since then Coos County has determined that it was more important to construct the Landrith Bridge over the Coos River. With this in mind, they are requesting the cancellation of this project so their funds can be used to replace the Landrith Bridge.

The County is also requesting the transfer of County Federal Aid funds in the amount of $26,882 to State Highway Division funds for the reimbursement of engineering costs.


NORTH BEND
COOSTON
COOS BAY
EASTSIDE
Harvey
Englewood
Bay Park
Libby
Millington
Bunker Hill
CATCHING
Charleston
CAPE ARAGO
SOUTH SLOUGH
HAYDEN
Southport
DANIEL CREEK
COUNTY FOR
Proposed Concellation
FAS 255
Delmar
GREEN ACRES
COOS COUNTY
COALEDO
FOREST
COQUILLE
RIVERTON
Rolland
N
COOS COUNTY

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Coos County hereby requests cancellation of the project approved by the State Highway Commission on December 17, 1968 on the Chandler-Landrith Bridge Section of FAS 255.

In order to reimburse State for the field work performed by Oregon State Highway Division crews for the preliminary engineering for this project, Coos County:

☐ A. Encloses a check/warrant in the amount of $ 26,882.00 ; or

☒ B. Authorizes deduction of County Federal funds in the amount of $ 26,882.00 and the transfer of these funds to the Oregon State Highway Commission.

COOS COUNTY

By _____ Chairman

By _____ Commissioner

By _____ Commissioner

By _____ Commissioner

By _____ Commissioner

Date August 23, 1973

8054

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 5, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project S596(1)
Landrith Bridge - South Fork
Coos River

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a "quick" copy of the Coast Guard comments dated August 27, 1973, signed by Stuart S. Beckwith on the draft of the negative environmental statement dated April 16, 1973.

Please incorporate the Coast Guard's comments into the negative statement.

for G. L. Green

NOTED
A. E. JOHNSON

Enclosure

RECEIVED
STATE HWY ENGR
SEP 6 73
REFER TO
FOR
Title | Invest | R/D | O/R | Sign | Act | File

Ltr 4-7-73

TAA

cy Hunter

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2903

3271
Ser 571

27 AUG 1973

U. S. Department of Transportation
Federal Highway Administration
Attn: Mr. G. L. Green
Division Engineer
Box 300
Salem, Oregon 97308

Refer to: 10-35.7 X Refs: 090.16/406.15

Gentlemen:

The proposed negative declaration environmental statement for the new Landrith Bridge on South Fork of Coos River has been reviewed. The statement appears to satisfy Coast Guard requirements.

It is suggested in the interest of easier reading that a new paragraph 2 under Location and Description of Project be added along the following lines:

> Requirements: To provide a safe highway crossing of the South Fork Coos River adequate for the heavy log truck traffic and providing adequate navigation clearances for log towing and marine construction equipment.

It is believed this will enable a reader to understand the need for steep highway grades on the alternate locations.

Additionally, it might be advantageous elsewhere in the body to explain the selected vertical clearance was determined after conferences with the marine industry.

The opportunity for early review is appreciated. When the final version is obtained, the Coast Guard will return the letter indicating acceptance.

The permit application is being held in abeyance until the negative declaration has been approved by FHWA. At that time the application will be forwarded to Coast Guard Headquarters in Washington for approval. This should not exceed 60 days after receipt of negative declaration.

RECEIVED
AUG 29 1973
OREGON DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (o3n)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 571

27 AUG 1973

U. S. Department of Transportation
Federal Highway Administration
Attn: Mr. G. L. Green
Division Engineer
Box 300
Salem, Oregon 97308

Refer to: 10-35.7 X Refs: 090.16/406.15

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RECEIVED
AUG 29 1973
OREGON DIVISION

Subj: Proposed Landrith Bridge on South Fork of Coos River

Page 6, the last paragraph - the project would reduce the round trip distance 0.92 miles for 500 vehicles per day. The figure of 4,100 miles total savings appears to be a typographical error. Possibly 460 miles (0.92 x 500) was intended.

On page 9, the second paragraph. It is suggested an additional sentence be added to indicate the proposed navigation clearances both horizontal and vertical are adequate for the needs of the marine industry to continue water transportation of logs and marine construction equipment required for log storage in the water.

Sincerely,

STUART S. BECKWITH
Captain, U. S. Coast Guard
Chief, Merchant Marine Safety Division
By direction of the District Commander

8054

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

19 July 1973

Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Coos River, South Fork, Landrith Bridge Replacement

Gentlemen:

In accordance with your written request dated 17 July 1973, I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to conduct test drilling in the Coos River, South Fork, as shown on the attached drawings.

If the work herein authorized is not completed on or before 31 December 1973 this Letter of Permission, if not previously revoked or specifically extended, shall cease and become null and void.

The Oregon State Highway Division shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Environmental Protection Agency and/or the State of Oregon Department of Environmental Quality having jurisdiction to abate or prevent water pollution. Such regulations, conditions, or instructions, in effect or prescribed by the Environmental Protection Agency or State of Oregon Department of Environmental Quality, are hereby made a condition of this Letter of Permission.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

By R. J. HEINEMAN
Chief, Navigation Division

1-25-13
cc: Hart
Young

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

8054

July 17, 1973

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Attention: Mr. John Payne

Dear Sir:

This is to request permission to drill test holes at the Landrith Bridge site as shown on the attached maps. We are doing this foundation exploration for Coos County in connection with the design of the new bridge.

We estimate there will be two test holes, one near each bank. The drilling will be done by a small rotary Longyear drill mounted on a 10x20 foot steel barge. The barge will be held in place by cables attached to anchors. Warning flags will be placed on the cables, warning signs will be placed upstream and downstream from the drilling site, and appropriate lights will be placed on the barge.

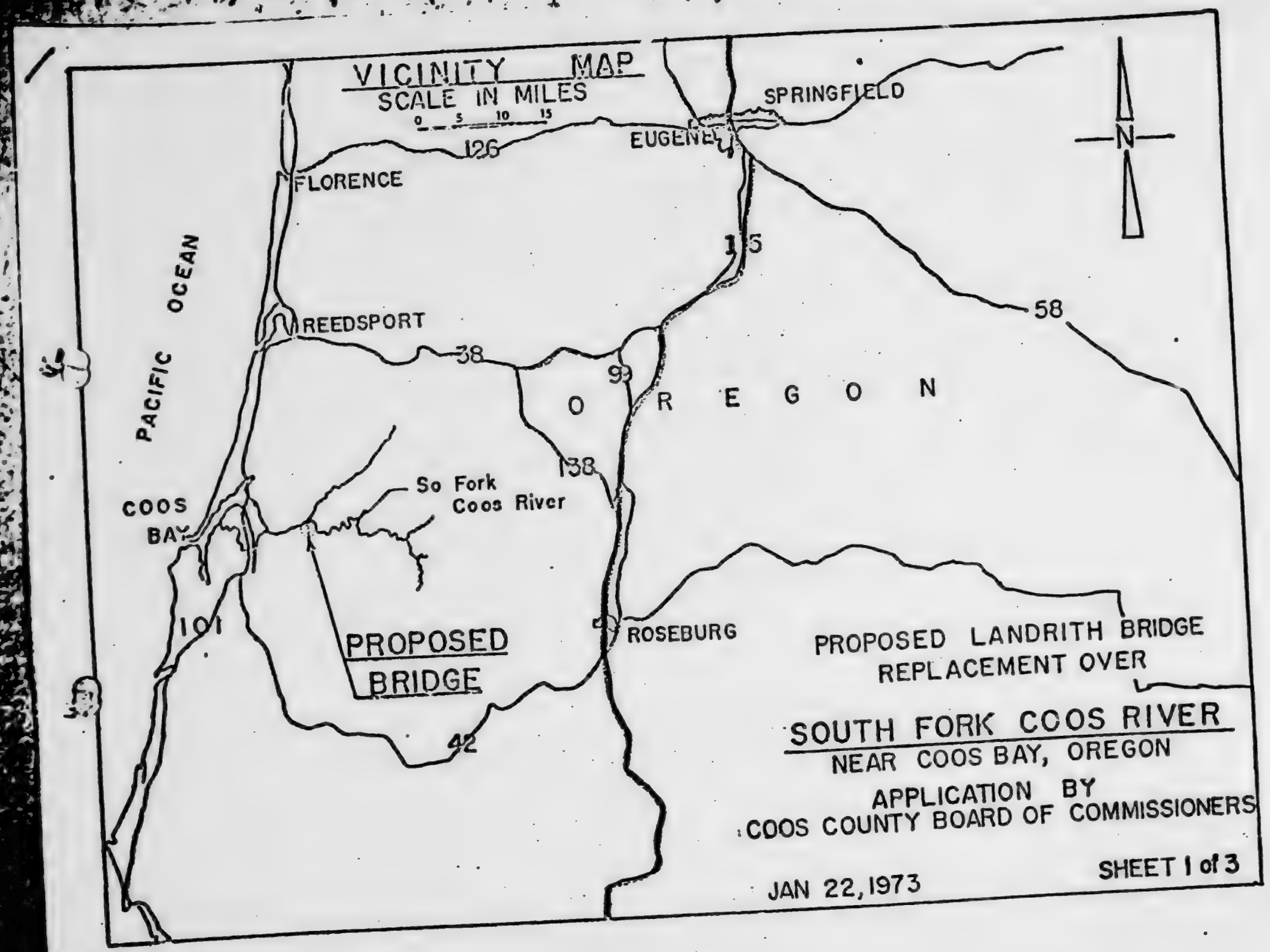
We plan to begin drilling in the river by August 1, 1973 and will be in the river from two to four weeks.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
MAC:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
A. J. Shirley



PROPOSED LANDRITH BRIDGE REPLACEMENT OVER

SOUTH FORK COOS RIVER

NEAR COOS BAY, OREGON

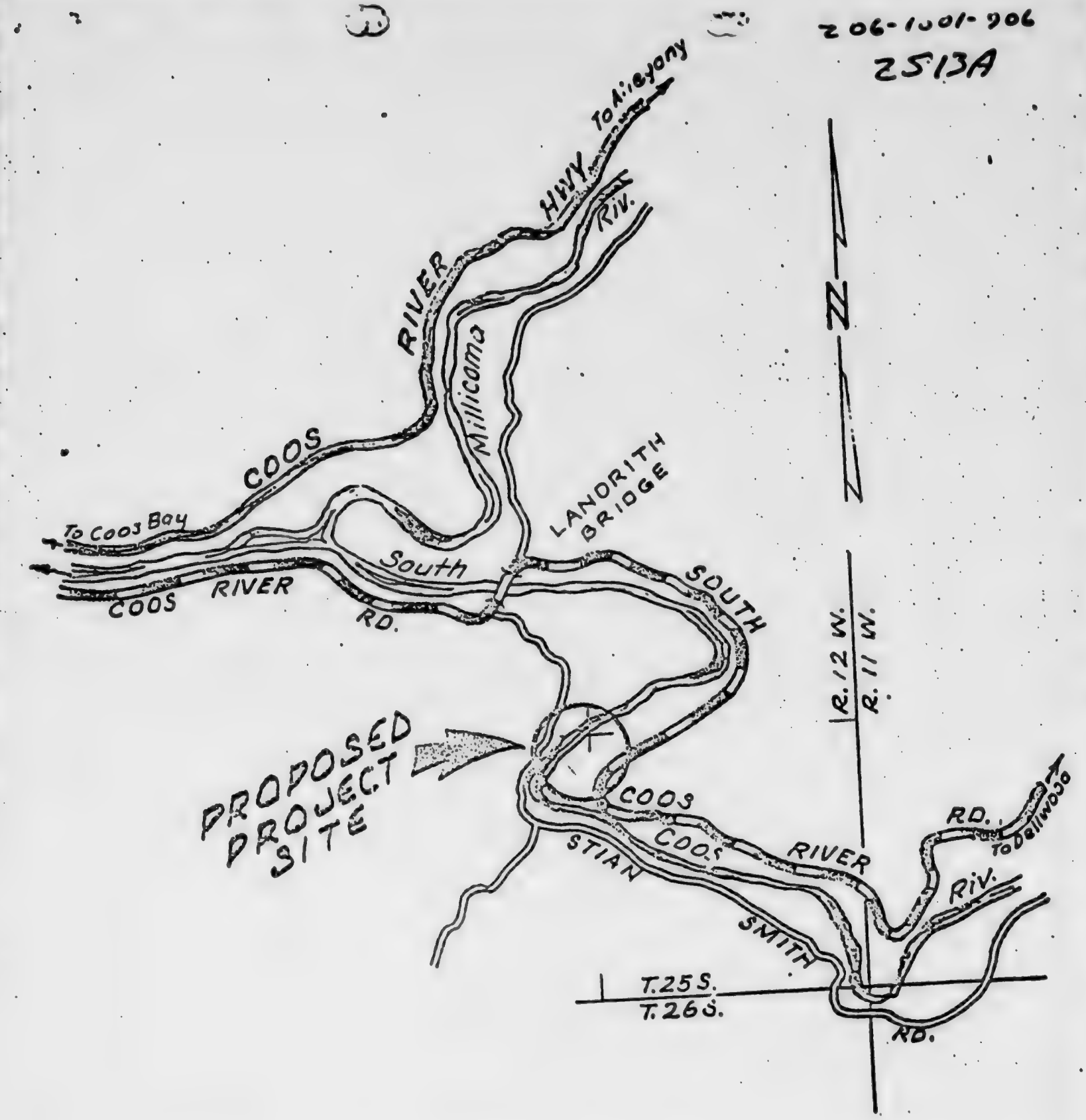
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973

SHEET 1 of 3

206-1001-906

2513A



S. Coos Riv. (Landrith) Br. Sect.
S. Coos River Rd
Coos County

SECTION 35 , T.25S, R.12 W, W.M

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

N

COOS BAY 10 MI.

COOS RIVER ROAD

26 25
35 36

652'
S 78°54'36" W

Proposed Test Holes

12 10 10 11 8

PROPOSED BRIDGE

13 10

SOUTH FORK COOS RIVER

Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h.

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

SOUTH FORK COOS RIVER ROAD

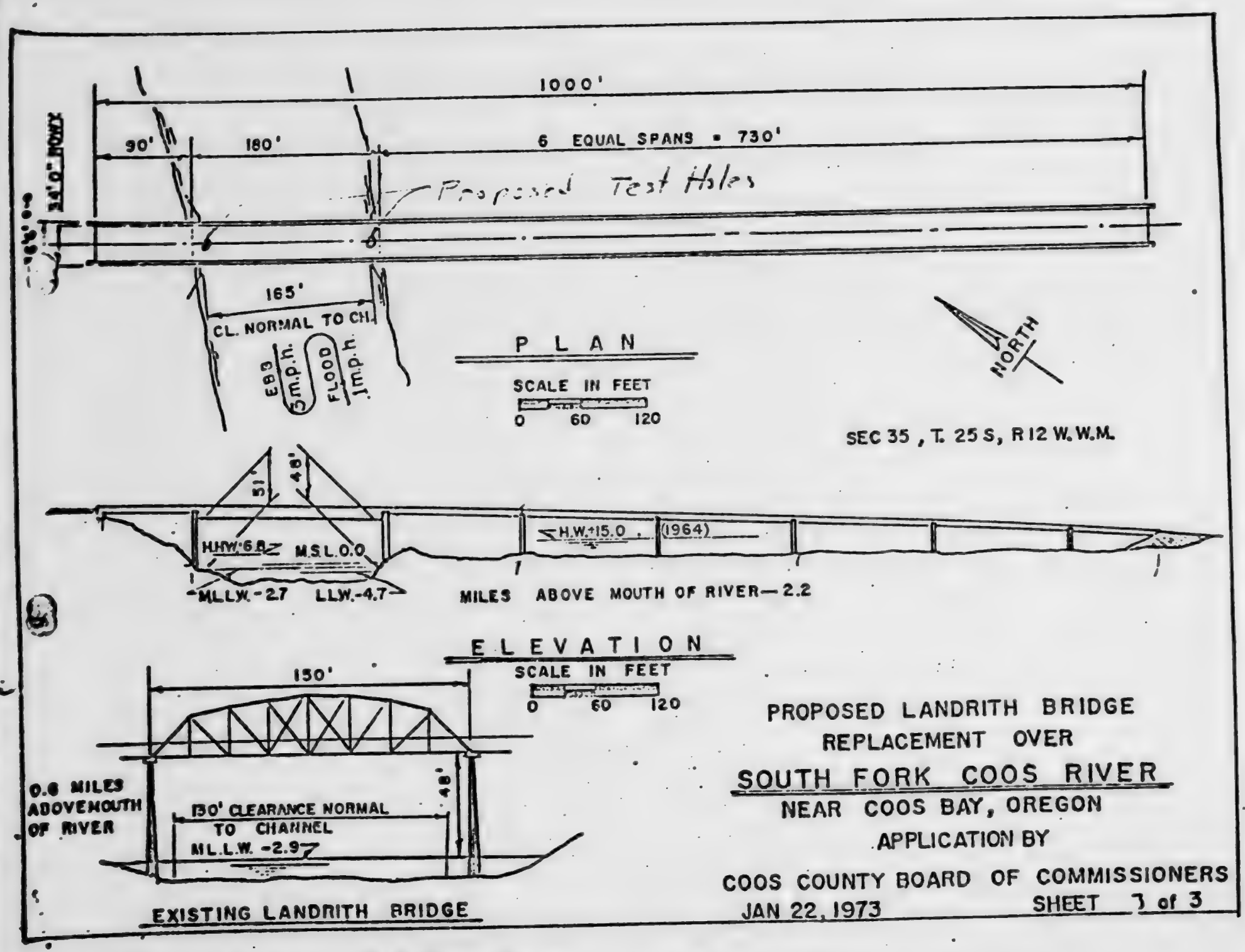
DELLWOOD
4.4 MI.

DANIELS CREEK ROAD

DANIELS CREEK

SCALE IN FEET
0 400 800

JAN 22, 1973



PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

for 226 - Lane
F.A.S 31-112, Union
" 31-114, "

OREGON BRIDGE ENGINEERING CO

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8678

RECEIVED
COUNTY & CITY SECTION
JUN 4 1973
ENGR. ☐ CONST. ☐ BE ☐ AE ☐ DE
DPE ☐ CE ☐ RE ☒ RPE ☒

June 1, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Re: South Coos River
Landrith Bridge Section
FAS 255 - Coos County

Dear Mr. Cox:

We have received your letter of May 25th in which the status of design approval is reviewed for the three FAS projects currently under design by our firm.

It appears that we will have the plans, specifications and estimates ready for FAS 226 (Lane County) and FAS 31-112, FAS 31-114 (Union County) in time for the July 26, 1973 bid opening.

was there a negative Declaration hearing?

However, FAS 255 (Landrith, Coos County) is continuing to be of real concern to us, since we have not received approval to proceed with the final design. We understand from your letter that the negative declaration has hit a snag somewhere along the line in the reviewing process.

We would like to schedule the foundation exploration as soon as possible, so that we will be in a position to finish the design, drawings and specifications as soon as the project is approved. Would it be proper to go ahead with the foundation drilling at this time?

6/6/73 talk to Lew about this

In addition, do you have any word on the status of the Coast Guard Application, or on the availability of FAS funds for the project?

If approval to proceed with design is received within the next 2 or 3 weeks we could probably make a bid date of August 30, 1973 and still have a chance to complete the foundation work prior to the worst of the Fall rains.

We would appreciate very much any information that you can give us, and any special effort that you could possibly make to jar things loose and get us underway on the final design.

Thank you very much for your consideration and for the help that you have already given us on these FAS projects.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Mr. Lonnie Van Elsberg

Ref 255 Co

May 30, 1973

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Attn: Mr. Lonnie Van Elsberg

Re: Landrith Bridge
Coos County
Bridge 2513A
A Name Plate on Existing Structure

Gentlemen:

In a recent telephone conversation with Mr. Don Harwell, you indicated a desire to retain the name plate on the existing Landrith Bridge for possible presentation to the Tom Lillebo family after the bridge is replaced.

Attached for your information are copies of various correspondence regarding the name plate and its preservation.

We trust that you will contact the Lillebo family concerning presentation of the plaque to them.

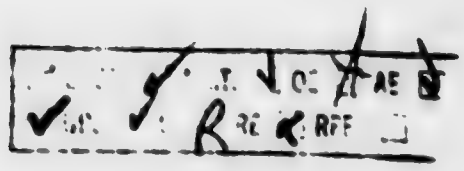
Construction financing has not been released for this project as of this date.

Very truly yours,

H. S. Cox
County and City Engineer

DHH:ljt
Att.

cc: E. S. Hunter
W. J. Hart
A. Shirley
Oregon Bridge Engineering
Attn: Lew Pierce



for 255 C

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 29, 1973

Oregon Bridge Engineering Co.
P U Box 72
Springfield, Oregon 94777

RECEIVED
COUNTY & CITY SECTION
MAY 30 1973
ENGR. COOR. CE AE UE
UPE CE. RE RPE

Attention Mr. L. F. Pierce

Dear Mr. Pierce:

Landrith Bridge
Coos County
Bridge 2513A
A Name Plate on Existing Structure

Your letter of May 18, 1973, refers to the name plate on the existing Landrith Bridge and inquires as to its disposition.

The specifications for the project should require the contractor to remove the name plate without damage and furnish it to Coos County.

I understand that Coos County will later present the plaque to the Lillebo family.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc E. S. Hunter
H. S. Cox
A. Shirley

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 29, 1973

Mr. Bill Lillebo
3100 Longwood Drive
Reedsport, Oregon 97467

Dear Mr. Lillebo:

Landrith Bridge
Coos County
Bridge 2513A
A Name Plate on Existing Structure

My letter of April 19, 1973, stated I would inform you if bridge plaques bearing Mr. Tom Lillebo's name were discovered.

Such a plaque exists on the Landrith Bridge across Coos River in Coos County.

The bridge belongs to Coos County and will shortly be replaced. The County has been contacted relative to disposition of the name plate.

They seem favorable to a presentation of the plaque to you and will contact you soon regarding this matter.

Very truly yours,

[illegible]

Walter J. Hart
Bridge Engineer

RWE/ag

cc E. S. Hunter
H. S. Cox
A. Shirley

April 19, 1973

Mr. Bill Lillebo
3100 Longwood Drive
Reedsport, Oregon 97467

Dear Mr. Lillebo:

I have received a copy of your letter of December 29, 1972, to the Federal Highway Administration regarding possible acquisition of a bronze plaque from a highway bridge listing Tom Lillebo as contractor.

As you indicated, such plaques were occasionally installed on structures when they were built to identify the structure, the owner, and the contractor.

We have searched our records for a great number of bridges built by the Tom Lillebo Construction Company, but have found none where a plaque was installed.

Your request will be kept in mind, and if such a plaque is discovered during replacement of an existing structure, you will be notified.

Very truly yours,

Walter J. Hart
Bridge Engineer

RWE/ag

cc E. S. Hunter
D. H. Moehring

BILL LILLEBO

3100 Longwood Drive
Reedsport, Oregon 97467
(503) 271-2253

December 29, 1972

U. S. Department of Transportation
Federal Highway Administration
610 East Fifth Street
Vancouver, Washington 98661

Gentlemen:

I am an heir of Tom Lillebo, who for many years constructed bridges for the Bureau of Public Roads all over the state of Oregon and into northern California. Some of the bridges he built are now being by-passed, replaced, or re-finished.

Memorabilia of his bridge-building career is of interest to me and his other heirs. If at all possible, we would like to acquire one or more of the bronze plaques which used to be placed on structures and which list the name of Tom Lillebo a s contractor. Please let me know how this might be done a s these older structures are phased out.

Thank you.

Sincerely,

Bill Lillebo

RECEIVED
JAN 22 1973
BRIDGE DIVISION

Mr. Lew Pierce
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

May 25, 1973

Re: Bridge Replacement Project
Canary Road (Woahink) Bridges
FAS 226
Lane County

Grande Ronde River (Hull & Stanley Lane)
Bridges FAS 31-112 & FAS 31-114
Union County

S. Coos River (Landrith) Bridge
FAS 255
Coos County

Dear Mr. Pierce:

This is to confirm our telephone conversation concerning the status of the design approval for the above projects.

Since the FHWA has no funds in this design and they have approved the 34-foot roadway and the typical section which has a sidewalk on each of the bridges, you are clear to complete the design for these structures. We are preparing the negative declaration and will get design approval prior to programing the construction of the Woahink Bridges with the FHWA.

We have received the approval of the negative declaration and the approval for the design for the two bridges in Union County so you are clear to proceed with these designs. We are hoping to open bids on these two structures in July.

The negative declaration for the Landrith Bridge has hit a snag but we hope it will be approved in a couple of weeks. We will inform you as soon as it is approved.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ✓ ASST. ✓ DE ✓ AE ✓
✓ CES ✓ CE ✓ RE ✓ RPE

8054

(D)

(D)

1

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 27, 1973

To: H. S. Coulter
Asst. State Highway Engr.
S A L E M

SUBJECT: Landrith Bridge
Proposed Bridge Across
S. Fork Coos River
Near Coos Bay, Oregon

The proposed bridge should have no appreciable effect upon the existing Coos River Highway or upon its future development. I feel a reply should be sent to the U. S. Coast Guard indicating we have no objection.

J. X. WILSON
Region Construction Engineer

JXW/cw

3-5-73 Wilson
Give Letter to Coast Guard
indicating no objection and supporting
County's application

RECEIVED
MAR 2 1973
Office of
Assistant State Highway Engineer

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-3202

3271
Ser 65
2 FEB 1973

In reply refer to
Proposed bridge across
South Fork Coos River
near Coos Bay, Oregon

RECEIVED
STATE HWY ENGR
FEB 6 73
REFER TO
Counter
FOR
Info | Invest | R/D | DIR | Sign | Act | File

2 cys Ka's
1-cy to

PUBLIC NOTICE NO. 73-N-01

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Coos County, Oregon, for approval of plans and location for a bridge across a navigable waterway, as follows:

WATERWAY AND LOCATION

NOTED
A. E. JOHNSON

South Fork Coos River at Mile 2.2, near Coos Bay, Oregon.

CHARACTER OF WORK

Construct a fixed 2-lane highway bridge to provide a new connection between the Coos River Road on the left bank with the South Fork Coos River Road on the right bank. The proposed structure will consist of 8 spans and be 1000 feet in overall length. The navigation span will provide the following clearances:

Horizontal - 165 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW
(3 feet additional clearance at north pier)

The proposed bridge will replace an existing bridge at Mile 0.6 which provides the following clearances:

Horizontal - 130 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted rests upon the effects of the bridge on navigation and on the human environment. Other pertinent facts, such

P/N 73-N-01
Proposed bridge across
South Fork Coos River

as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc. will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The State of Oregon, Department of Environmental Quality, has certified that the replacement structure as proposed will not violate applicable water quality standards as called for by Public Law 91-224. The applicant has submitted a draft negative declaration of environmental impact which is on file in this office.

SOLICITATION OF COMMENTS

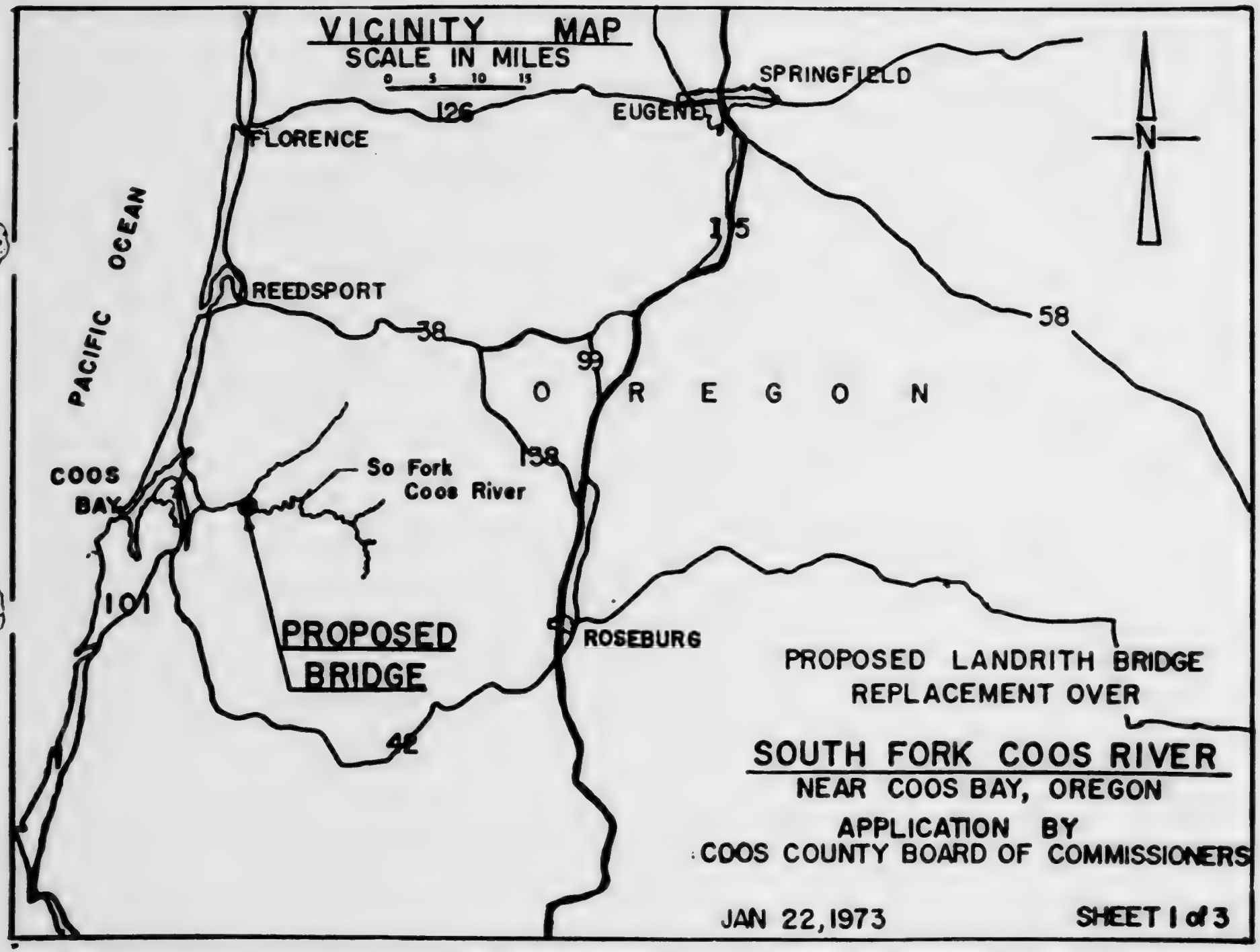
Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of navigation clearances, and the effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 9 March 1973.

Plans of the proposed bridge are attached.

This Notice consists of 2 pages and 3 sets of drawings.

D. A. WEBB
Captain, U. S. Coast Guard
Chief of Staff, 13th Coast Guard District

Encl: (1) drawings - 3



PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER

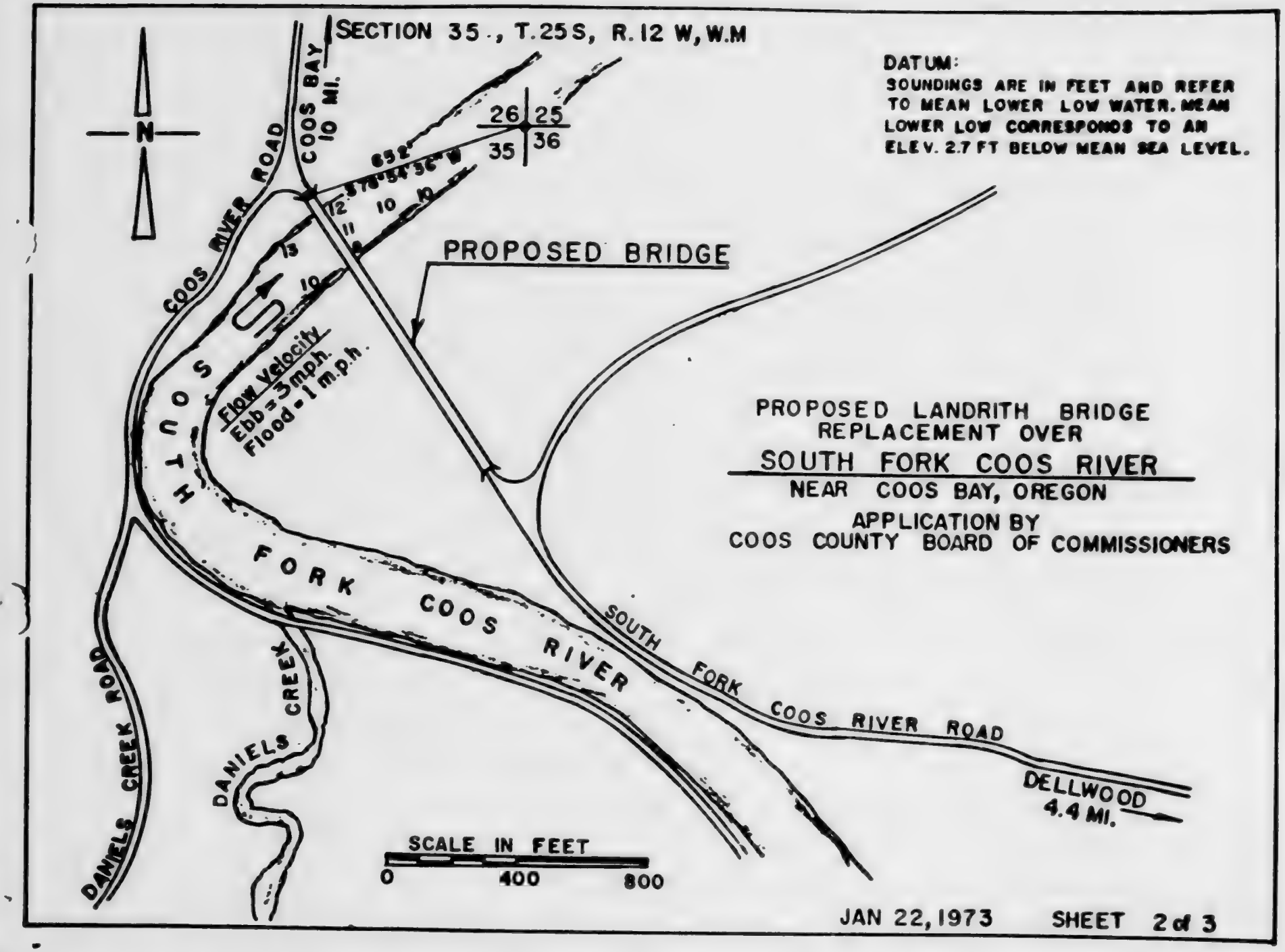
SOUTH FORK COOS RIVER

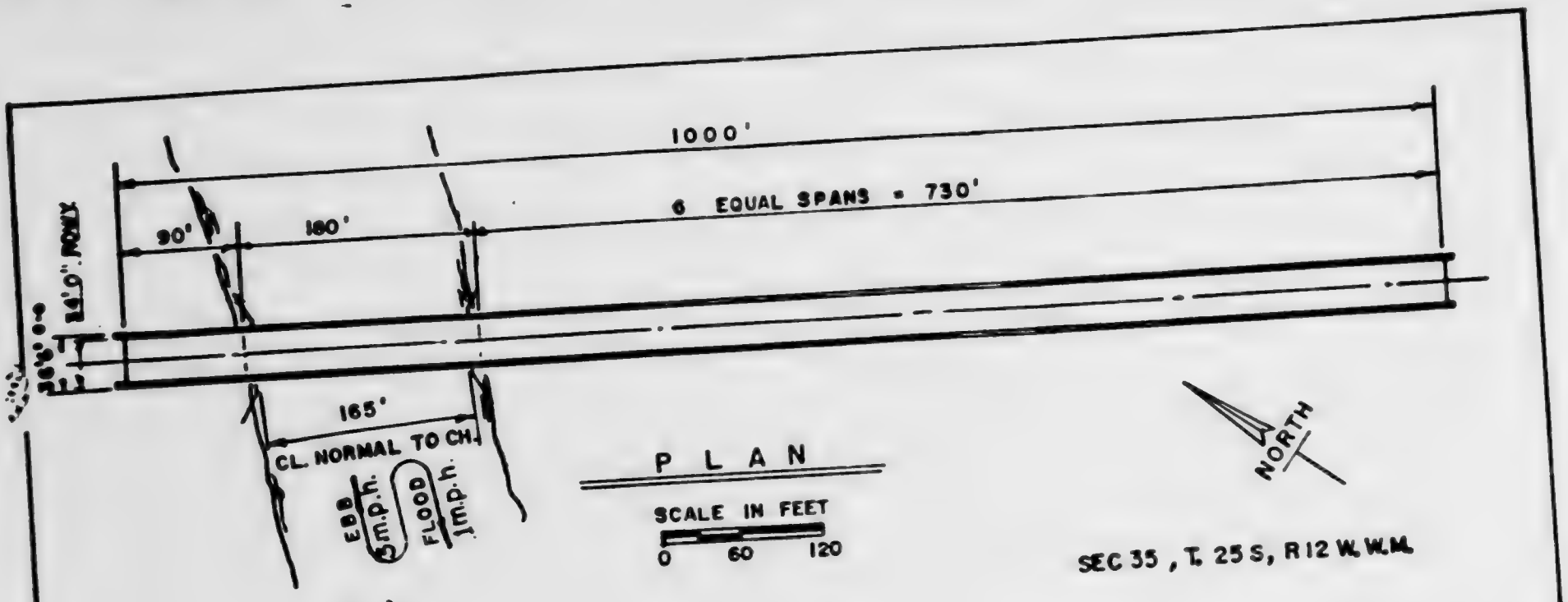
NEAR COOS BAY, OREGON

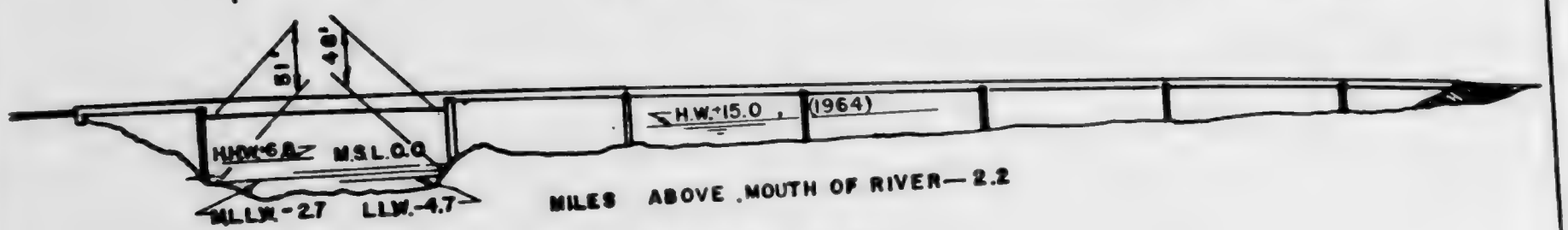
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

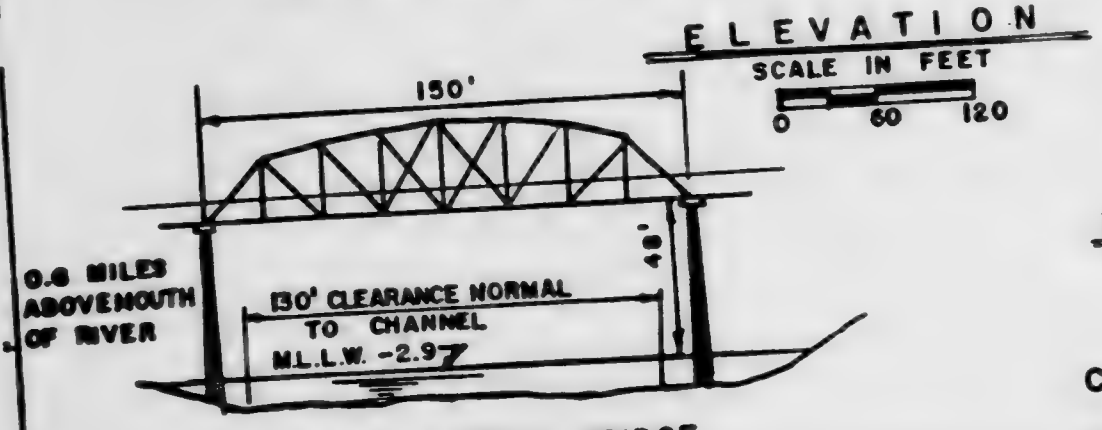
JAN 22, 1973

SHEET 1 of 3


SECTION 35., T.25S, R.12 W, W.M
DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.
N
COOS BAY 10 MI.
COOS RIVER ROAD
26
25
35
36
PROPOSED BRIDGE
SOUTH FORK COOS RIVER
Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h.
PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
SOUTH FORK COOS RIVER ROAD
DELLWOOD
4.4 MI.
DANIELS CREEK ROAD
DANIELS CREEK
SCALE IN FEET
0
400
800
JAN 22, 1973
SHEET 2 of 3







PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973

EIS
FAS 255
Coos Co

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
FEB 26 1973
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☑ DE
☑ DPE ☑ CE ☐ RE ☐ RPE ☐

DATE February 26, 1973

TO H. S. Cox
County and City Engineer

FROM Donald R. Byard
Environmental Director

SUBJECT Negative Declaration
South Coos River (Landrith) Bridge
Coos River Road, FAS 255
Coos County

We have reviewed the subject negative declaration and find that it lacks certain discussionary elements that we feel are critical to the project.

A complete discussion of the letter dated August 23, 1972 (copy attached) that expresses the concern of the state agencies regarding this project, particularly with reference to construction of bridge approaches and associated road improvement should be discussed in detail.

The alternatives of road improvement and/or alternate locations for bridge placement should also be discussed.

Assuming project compatibility with these concerns raised, we do conclude that a negative declaration is appropriate.

You will note in the attached FHWA memorandum dated February 20, 1973 that all environmental statements and negative declarations require federal approval in accordance with PPM 90-1 procedure and, as such, negative declarations should be reviewed and approved by FHWA prior to the public hearing.

The Environmental Section recommends that negative declarations be prepared and approved in conjunction with this Section and the Federal Highway Administration prior to any city or county advertising or offering to hold a public hearing. This procedure is a strict interpretation of PPM 90-1, but it provides a clear approach to a determination that a negative declaration is appropriate. This determination then must withstand public scrutiny during the hearing process.

In regard to the Landrith Bridge Section the State Highway Division must make a separate determination as to hearing requirements.

GAP/DRB:lj

Bridge

Box 300
Salem OR 97308

February 23, 1973

10-35.6

Commander (oan)
13th Coast Guard District
618 2nd Avenue
Seattle WA 98104

Attention: Mr. J. E. Shields

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

Dear Sir:

Subject: Oregon Project S-596(1)
South Fork Coos River
Landrith Bridge

On January 22, 1973 you were forwarded a copy of the Negative Declaration of the Environmental Statement by the Coos County Board of Commissioners.

Please note there is some discrepancy in the procedural method and approval of the Negative Declaration. Attached is our letter to Mr. George M. Baldwin dated February 20, 1973 to clarify the position of the Federal Highway Administration and our relation to the Coast Guard.

This letter is to inform you that this is a Federal-aid Secondary project and the Federal Highway Administration will be the lead agency.

Sincerely yours,
Original signed by
E. J. Valach
Dist. Engineer
Vernon V. Cusack
Acting Division Engineer

Enclosure

HASchell:cst

cc -

RECEIVED
MAR 6 1973
BRIDGE DIVISION
NOTED
R. W. ELLISON

DESIGN BY OCEAN SPRAY
NOT ON SCHEDULE - P.E. PROJECT ONLY AT THIS TIME.
BEN GIFFORD Ben G

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

February 22, 1973

Hall
A. Olson
Train
Case
Copy
Wilson
R. Olson
Trout KT

RECEIVED
FEB 23 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive Copy ☐
Do not File ☐
Return to
Bring up /
Other

Copy to Br. Sec.

Mr. L. F. Pierce
Chief Design Engineer
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Dear Mr. Pierce:

This is in reply to your letter of January 30, 1973, relative to the Landrith Bridge construction on South Fork Coos River. We have already received a copy of the recommendations of the Fish Commission of Oregon and concur with their remarks.

Following are the comments of our district biologist in the area:

> Construction of a replacement bridge for the Landrith Bridge spanning South Coos River should have no particular impact on the fishery resources of the area. The proposed bridge site is near the lower end of the shad and striped bass spawning area. These fish spawn in the area from about February to June. So long as care is taken to prevent water turbidities during construction of footings, etc., the impact to the fisheries should be negligible.
>
> We feel that we should explore the possibility of using a portion of the bridge right-of-way property to develop a boat launching facility. That section of the river does need such a facility. Previous attempts to obtain a site in the vicinity have been futile. Perhaps negotiations with Coos County during the early planning stages could possibly result in a little extra land or a design consideration which would provide a feasible launching facility.

RECEIVED
COUNTY & CITY SECTION
FEB 27 1973
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ HE
☐ DRE ☐ RE ☐ RE ☐ RPE ☐

NOTED
R.W. ELLISON

RECEIVED
FEB 26 1973
BRIDGE DIVISION

By copy of this letter to Coos County and to our Lands Division, perhaps something can be worked out on a boat launching facility in connection with the project. Our Lands Division representative will contact Coos County to see what can be resolved.

We appreciate the opportunity to offer comments on this project.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Frank Hall, OSHD, Salem
Lonnie Van Elsberg, Coos Co. Commissioner
Mel Cummings, OSGC/w. enc.

RECEIVED
FEB 26 1973
BRIDGE DIVISION

8074

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 20, 1973

In reply refer to: 10-35-EC/
X 090.16
X 406.15

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-596(1)
South Fork Coos River
Landrith Bridge Section
FAS 255, Coos County

RECEIVED STATE HWY ENGR
FEB 21 73
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

We have recently reviewed a legal notice of hearing and a January 23, 1973 submission from the Coos County Board of Commissioners to the Coast Guard pertaining to the above project. Further discussion with your County-City Section discloses an apparent misunderstanding regarding the applicability of PPM 90-1, Environmental Impact and Related Statements, to projects that will be constructed under the Secondary Road Plan. It is therefore considered necessary to reemphasize our policy in this area.

While it is stated in Paragraph 4c of PPM 20-5 dated August 15, 1972, that no other PPMs, IMs, etc. apply to projects administered under an approved Secondary Road Plan Paragraph 6q of PPM 90-1 dated September 7, 1972, states that all Environmental Impact Statements and Negative Declarations require Federal approval in accordance with the PPM 90-1 detailed procedure, even though the State may have the responsibility for location/design approval under a Secondary Road Plan.

Based on the latter reference the same policy as used on other Federal-aid projects will apply on FAS-C projects for the submittal and approval of all Environmental Impact Statements or Negative Declarations. This includes having these statements reviewed and approved by FHWA prior to being made available at a public hearing.

This is doubly important in those cases where Coast Guard permits may be required. Under a recently approved Memorandum of Understanding between the Coast Guard and FHWA the Coast Guard requires the receipt of a Federally approved Environmental Impact Statement or Negative Declaration to relieve them of the responsibility of preparing one. All of this, of course, must be accomplished prior to their considering issuing a permit.

RECEIVED
FEB 22 1973

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

Consequently the Environmental Statement for the subject project attached to the County's letter to the Coast Guard is not a valid statement, since it has not been reviewed and approved by FHWA. The County may wish to postpone their hearing scheduled for February 27, 1973, pending preparation and approval of an environmental statement.

We would be pleased to discuss this further to clarify any specific points or simplify procedures.

jan 255
Coos

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 12, 1973

Mr. L. F. Pierce
Chief Design Engineer
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, OR 97477

RECEIVED
COUNTY & CITY SECTION
FEB 13 1973
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☑

Dear Mr. Pierce:

Alternate Alignments
South Coos River
Landrith Bridge Section

We have reviewed the two alternate alignments for the proposed Landrith Bridge. These alternates were also reviewed by our Design Section and City-County Section. It is the consensus that the Alternate B alignment would be more desirable.

Alternate A, the basic tangent or lower speed alternate, would be adequate under the present conditions. The 25 - 30 mile per hour design speed would be acceptable for conditions as they now exist. Looking ahead at the possibility of the road being improved in the future, the higher design speed of Alternate B would be preferred.

The degree of curve super and design speed as set forth in your letter are compatible with our design practice. We do not feel that there is enough traffic coming from the Daniel Creek area to present a major problem at the intersection at the north end of the bridge. Attention should be given to the type of railing used and any possible problem with sight distance at the north end of the structure.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
W. J. HART

WJH:dh

cc H. S. Cox /w/ encl.

FAS 285
Linn Co.

February 12, 1973

Mr. John H. Quiner, II
Chief Construction Engineer
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

Dear John,

We have reviewed your engineer's description of the Landrith Bridge Section and it appears that you have done an excellent work-up.

Our only comment would be that you give a definite understanding that the proposed project is for a new structure and its approach connections only, and that the construction or reconstruction of any county roads in connection with the three alternates would have to be a future consideration by the County if and when warrented.

Thank you for sending us a copy of your project description and if we can be of further assistance please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

Copies to: Walt Hurt
Ken Jones
Commissioner
Region 3

Hearing/Jno 255
Com Co.

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 7A, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9678

February 7, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
FEB 8 - 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ ME
☐ HPE ☐ CE ☒ RE ☐ RPE ☐

Attention: Bob Prange

RE: Landrith Bridge Section
Engineer's Description for Hearing

Dear Bob:

I am enclosing herewith a copy of the Engineer's Description of the Landrith Bridge Section, together with a small version of the Hearing Map that will be used at the Hearing.

As I discussed with you yesterday, I would appreciate your comments and suggestions for improving my Engineer's Description, (don't be too hard on me). Thank you for all your help.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

John H. Quiner II
Chief Construction Engineer

JHQ:seb
Enclosures (2)

RECEIVED
COUNTY & CITY SECTION
FEB 8 - 1973
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ OPE ☐ CE ☑ RE ☐ RPE ☐

ENGINEER'S DESCRIPTION

LANDRITH BRIDGE SECTION

CORRIDOR - DESIGN HEARING

The purpose of this proposed project is to replace the existing Landrith Bridge with a new structure. There are three possible alternates that are being considered for the new structure. At this time it is proposed to construct only the structure, and the alternates shown on the Hearing Map are presented so that a comparison can be made between the three bridge sites.

ALTERNATE NO. 1

Referring to the Hearing Map, the red line is Alternate No. 1. The Westerly end of Alternate No. 1 is at the Northwesterly end of the existing Landrith Bridge, which is some 10 miles East of the City of Coos Bay and its junction with the South Coos River Road. At this point it follows the existing South Coos River Road for approximately 0.7 miles where it turns Southeasterly across the South Fork Coos River to its connection with the Coos River Road. This point is the Southeasterly end of the project which is opposite Daniels Creek on the Rood property. This Alternate has an overall length of 0.9 miles.

During 1971 the average daily traffic for this section was 200 vehicles per day and over the existing Landrith Bridge 530 vehicles per day. If this alternate is constructed the average daily traffic would be 730 vehicles per day with a projected 1991 traffic of 1240 vehicles per day. This would in turn reduce the average daily traffic on Alternate No. 2 from 500 to 30 vehicles per day.

The alignment will follow the existing road from Landrith Bridge to the proposed site of the new structure where it leaves the existing

The alignment would then follow the existing Coos River Road to the Southeasterly end opposite Daniels Creek.

The proposed structure would be 2-11 foot lanes with 6 foot shoulders for a deck width of 34 feet. The overall length will be approximately 1,000 feet. The structure would span the South Fork Coos River with a 150 foot main span with a vertical clearance of 48 feet from Mean Low Low Water.

The cost of this structure is estimated to be $748,000., with the improvement of the road being done by the County at an estimated cost of $637,200., with the total comparative cost of Alternate No. 2 of $1,385,200.

ALTERNATE NO. 3

Referring to the Hearing Map the yellow line is Alternate No. 3. The Westerly end of Alternate No. 3 connects to the Coos River Highway No. 241 at M.P.7.45 just Easterly of Mart Davis Creek. From this point there are long reversing curves over the Millicoma River to a connection with the farm road on the left bank of the Millicoma River. The grade of the proposed structure will be approximately 6 percent. Then along the farm road to its junction with the Coos River Road, near the Northerly end of the existing Landrith Bridge. Then along the existing Coos River Road to the Southeasterly end of the project opposite Daniels Creek. This Alternate has an overall length of 2.6 miles.

During 1971, the average daily traffic for this section of the Coos River Road was 430 vehicles per day. If this corridor is constructed the average daily traffic would be 530 vehicles over the structure with a projected 1991 traffic of 875 vehicles per day.

The proposed structure would be 2-11 foot lanes with 6 foot shoulders

las 255
Coos Co

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

1069 STATE OFFICE BLDG. • PORTLAND, OREGON • 97201 • Phone (503) 229-5580

TOM McCALL
GOVERNOR

STATE GEOLOGIST
RAYMOND E. CORCORAN

GOVERNING BOARD
R. W. deWEESE
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Bend
DONALD G. McGREGOR
Grants Pass

• • •

FIELD OFFICES
2033 First Street
Baker 97814
521 N.E. "E" Street
P.O. Box 417
Grants Pass 97526

February 6, 1973

Mr. L.F. Pierce, Chief Design Engineer
Oregon Bridge Engineering Company
P.O. Box 72
Springfield, Oregon 97477

Dear Mr. Pierce:

I sent a copy of your letter of January 23, concerning the Landrith Bridge over the South Coos River, to Mr. H.G. Schlicker, our engineering geologist.

According to Mr. Schlicker, the geological maps show that the bridge is to be constructed over recent alluvium but the abutments will be sited on the massive sandstones of the Tyee formation. The younger finer-grained sediments of the Coaledo formation appear to be situated west of the construction site. Mr. Schlicker therefore concludes "I see no geological reasons that the bridge cannot be located here."

If you have any further questions, please feel free to write to me again.

Sincerely yours,

Raymond E. Corcoran
State Geologist

REC:jr
cc Lonnie Van Elsberg
cc W. J. Hart
cc H. S. Cox

RECEIVED
COUNTY & CITY SECTION
FEB 7 - 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

E. J. Weathersbee
Acting Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

January 25, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973
☐ ENGR. ☑ CJOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. L. F. Pierce
Chief Design Engineer
OREGON BRIDGE ENGINEERING CO.
P. O. Box 72
Springfield, Oregon 97477

Dear Mr. Pierce:

This is in response to your letter of January 11, 1973, and subsequent telephone communication with Mr. Glen Carter from the Department of Environmental Quality on January 19, 1973, regarding a replacement structure for the Landrith Bridge over the South Fork Coos River.

The Department of Environmental Quality recognizes the dire necessity for replacing the dangerously inadequate Landrith Bridge, and hereby preliminarily certifies that the replacement structure as proposed will not violate applicable water quality standards. This certification is given with the requirement that all in-water construction activities must be coordinated with and approved by the Oregon Game Commission and Fish Commission of Oregon before construction begins.

The Department of Environmental Quality reserves the right to intervene at any time should adverse water quality conditions develop during the construction phase.

Very truly yours,

E. J. Weathersbee
Acting Director

GDC:ak

cc: Fish Commission
cc: Game Commission
cc: EPA
cc: Division State Lands
cc: Corps of Engineers
cc: U. S. Coast Guard
cc: J. R. Sheetz, Roseburg District Office

TELEPHONE: (503) 229-5696

Jan 25
Coos Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 73, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 23, 1973

Geology and Mineral Industries
1400 S.W. 5th
Portland, Oregon 97200

RECEIVED
COUNTY & CITY SECTION
JAN 24 1973
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ BE ☒ RE ☑ RPE ☐

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary environmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

How?

Construction is scheduled for July 1973. Our proposed design will span the river channel and the piers on the banks are planned to be constructed within cofferdams. A trestle structure will cross the flood plain with only minimum approach fills at the road connections.

We would appreciate any comments that you might have that would influence the design or construction of the bridge.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 23, 1973

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COUNTY & CITY SECTION
JAN 24 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ RE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

State Department of Soil & Water Conservation
State Agriculture Building
Salem, Oregon 97301

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

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Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

January 23, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 24 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ RE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

State Water Resources
1158 Chemeketa N. E.
Salem, Oregon 97301

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos River approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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We would appreciate any comments that you might have that would influence the design or construction of the bridge.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:scb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973
☐ CNSL. ☐ GNSL. ☐ SE ☐ AE ☐ HE
☐ RPE ☐ SE ☐ RE ☐ RPE ☐

BOARD OF COMMISSIONERS

County of Coos

State of Oregon

1-22-73

In the Matter of the Construction of Landrith Bridge) RESOLUTION

WHEREAS: Coos County has exclusive jurisdiction and control over that road known as Coos River Route which crosses the Coos River at Landrith Bridge;

WHEREAS: Investigation and examination by the County Roadmaster and the State Highway Department indicate the necessity to construct a new bridge replacing the existing Landrith Bridge;

WHEREAS: This Board invested with the authority to erect or repair all public bridges upon roads within the County under the jurisdiction of this Board pursuant to ORS 203.120 (4);

IT IS THEREFORE HEREBY RESOLVED THAT Coos County intends to construct a new bridge over Coos River on the South Coos River Route to replace the existing Landrith Bridge.

DATED AT COQUILLE, OREGON this 22nd day of JANUARY, 1973.

BOARD OF COMMISSIONERS

Jonnie Van Ekeren
Chairman

Commissioner

W. R. Mickey Moffitt
Commissioner

Approved as to form:

J. O. Leon
County Counsel

X-1

State of Oregon

1-22-73

In the Matter of the Construction of Landrith Bridge

RESOLUTION

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WHEREAS: Investigation and examination by the County Roadmaster and the State Highway Department indicate the necessity to construct a new bridge replacing the existing Landrith Bridge;

WHEREAS: This Board invested with the authority to erect or repair all public bridges upon roads within the County under the jurisdiction of this Board pursuant to ORS 203.120 (4);

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DATED AT COQUILLE, OREGON this 22nd day of JANUARY, 1973.

BOARD OF COMMISSIONERS

Jonnie Van Ekberg
Chairman

Commissioner

W. R. Mick McGill
Commissioner

Approved as to form:

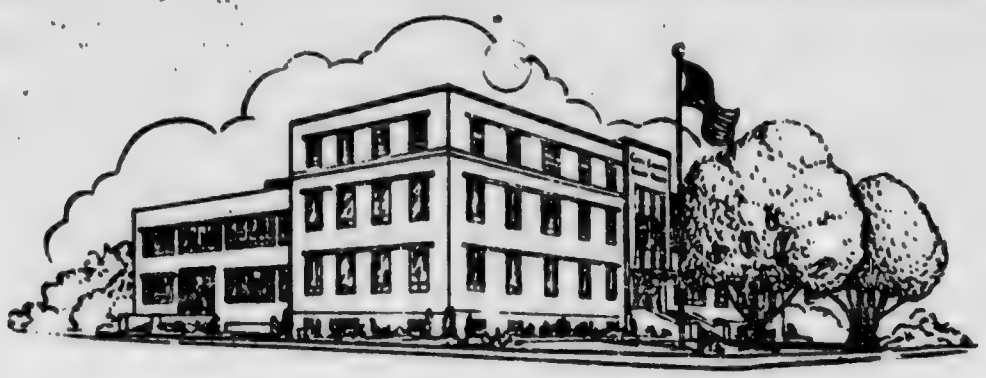
J. O. Lesa
County Counsel

RESOLUTION - 1

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



January 22, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Commander
Thirteenth Coast Guard District
618 2nd Avenue
Seattle, Washington 98104

Attention: Chief, Aids to Navigation Branch

RE: Oregon Project S-596 (1)
South Fork Coos River
Landrith Bridge Section
FAS 255, Coos County

Dear Sir:

Application is made herewith for the approval of the United States Coast Guard under the Department of Transportation to construct a steel girder and concrete girder bridge across the South Fork Coos River in the Vicinity of Coos Bay, Oregon, in accordance with the enclosed plans. The original and three copies of the plans are enclosed.

Also enclosed is a draft of "Negative Declaration, Environmental Impact Statement". A copy of the final impact statement will be forwarded to your office after the corridor and design hearing is held. A copy of the hearing notice is enclosed for your information.

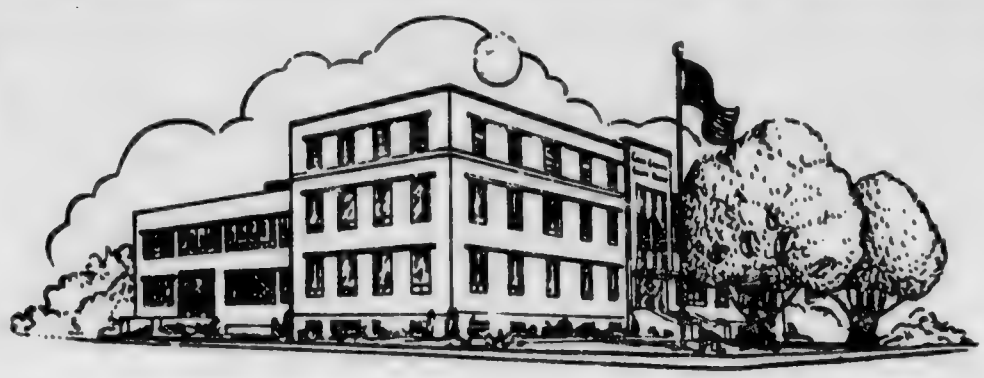
The cost of the proposed structure is estimated at $74[illegible],000 exclusive of engineering, contingencies, right-of-way, existing bridge removal, or approach roadway costs. It is anticipated that construction will start on this project in July, 1973.

Application has been made to the Oregon Department of Environmental Quality for a certificate of compliance to the Water Quality Improvement Act of 1970 (PL 91-224). A copy of their letter of reply is enclosed.

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



The legal authority for the construction is shown by the enclosed form, Resolution.

It would be sincerely appreciated if special effort could be made to expedite the review of this project, since the existing structure is in very poor condition structurally, as well as being dangerously lacking in horizontal and vertical clearance. It has been necessary for the County to furnish a full time watchman at the existing bridge for the purpose of preventing further damage to the bridge by overheight or overloaded trucks.

Very truly yours,

BOARD OF COMMISSIONERS

Lonnie Van Elsberg
Chairman

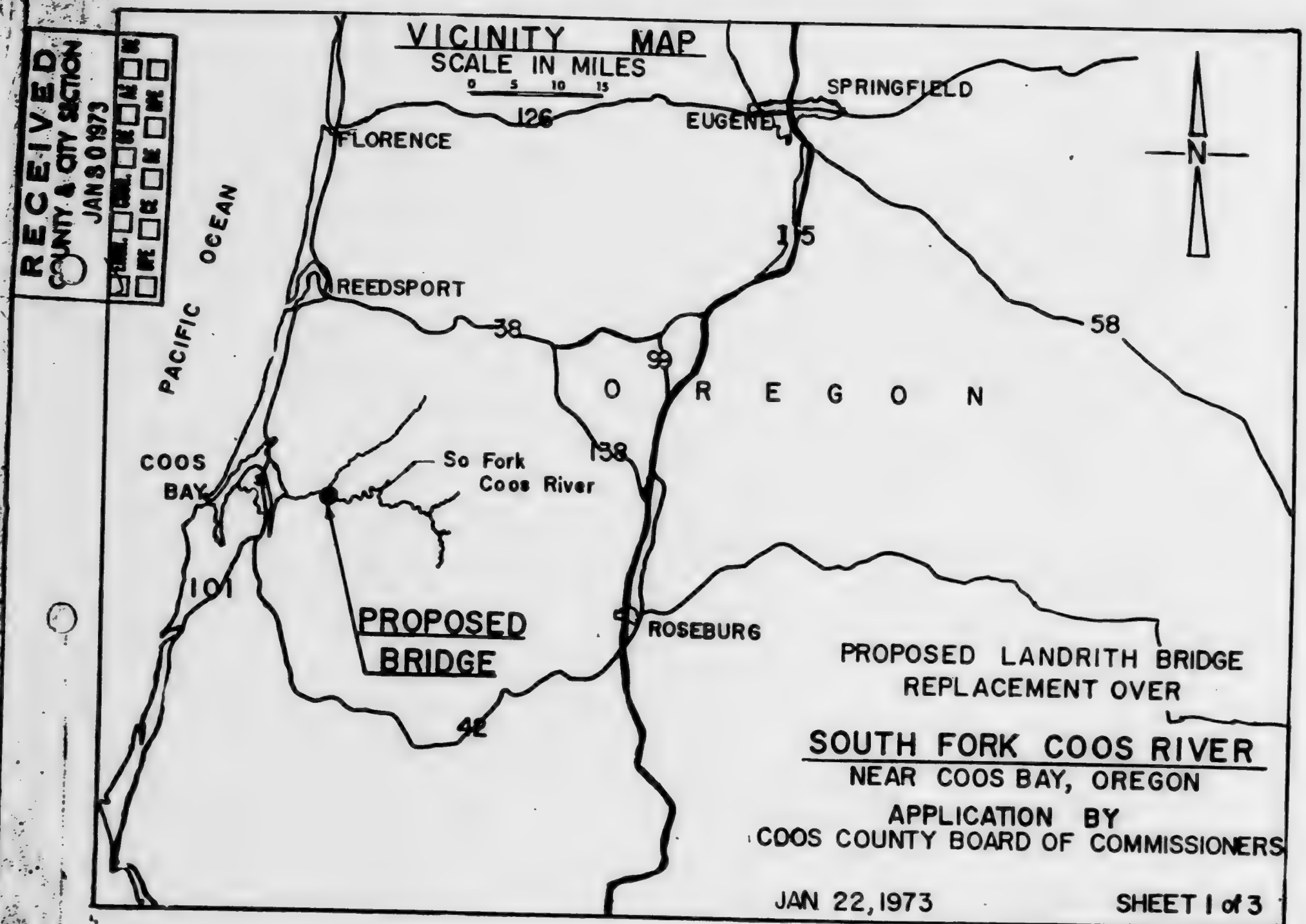
Commissioner

M. R. Mickey Moffitt
Commissioner

sv
cc: Oregon Bridge Engineering Co.
H. S. Cox
W. J. Hart

Copies to: Herb Schell
Glenn Hossner
Region 3

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973



PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER

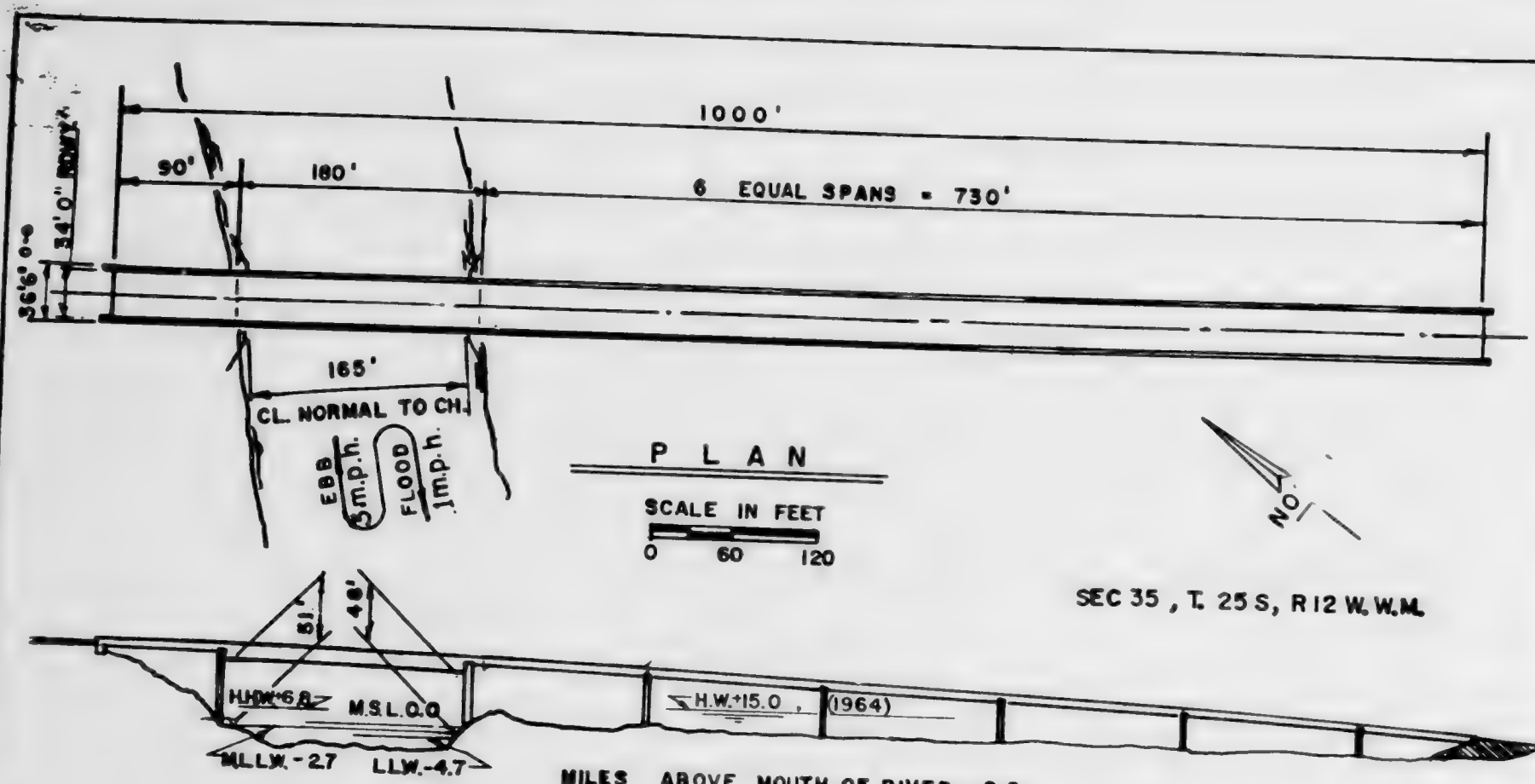
SOUTH FORK COOS RIVER

NEAR COOS BAY, OREGON

APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973

SHEET 1 of 3



PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 19 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ LE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

We would appreciate your comments regarding protection of aquatic life during construction of the project, particularly relating to spawning or hatching seasons that may require special precautions on the part of the contractor.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:SSB

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

Oregon Division of State Lands
Office of the Director
20 Agriculture Building
Salem, Oregon 97310

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COUNTY & CITY SECTION
JAN 19 1973
☐ ENGR. ☑ COOR. ☐ ~~CE~~ ☐ ~~AE~~ ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

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The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

Construction is scheduled to start in July or August of 1973. Some excavation of the river banks within cofferdams will be needed for construction of the piers. As we understand it, a permit for this work will be required from your department. Will you please send the necessary forms for the application to this office?'

We have contacted the State Fish, State Game, DEQ, and other agencies requesting their comments regarding environmental factors that may affect the project.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN : CONSTRUCTION
ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9678

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☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 18, 1973

State Game Commission
1634 S.W. Alder
Portland, Oregon 97201

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary environmental statements, Public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

We would appreciate your comments regarding protection of aquatic life during construction of the project, particularly relating to spawning or hatching seasons that may require special precautions on the part of the contractor.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg[illegible], Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 18, 1973

Mr. Ernie Paine, Port Manager
Port of Coos Bay
175 N. 2nd St.
Coos Bay, Oregon 97420

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U.S. Coast Guard.

We would appreciate any comments that you might have at this time regarding river use that would influence the design or construction of this bridge.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LF::seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

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P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

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Mr. Ray Beaudry
Harbor Tug and Barge
Office at Chandler Bridge
Coos River Road
Coos Bay, Oregon 97420

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

We would appreciate very much any comments that you might have regarding use of the river by tugs or other craft that would have an influence on the design and construction of the bridge. Such things as horizontal and vertical clearances, need or lack of need for navigation lights, and perhaps your estimate of present and future river traffic volumes, would be very helpful.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.

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DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

January 18, 1973

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☐ UPE ☐ CE ☐ RE ☐ PPE ☐

Mr. Harold Knutson
Knutson Towboat Co.
400 N. Front St.
Coos Bay, Oregon 97420

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

January 18, 1973

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COUNTY & CITY SECTION
JAN 19 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ LE ☐ LE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

Mr. C. R. Allison, Wood Manager
Weyerhaeuser Company
North Bend, Oregon 97459

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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We would appreciate any comments that you might have at this time regarding river use that would influence the design or construction of this bridge.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge engineer
H. S. Cox, OSHD County and City Engineer

Hwy 255
Coos Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

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JAN 19 1973
ENGR. COOR. UPE CE RE RPE

January 18, 1973

U. S. Department of Interior
ATTN: Mr. Emmett E. Willard, Regional Coordinator
Pacific N. W. Region
P.O. Box 3621
Portland, Oregon 97208

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

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Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Mart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

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OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

January 18, 1973

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JAN 19 1973
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☐ UPE ☐ CE ☐ RE ☐ RPE ☑

U. S. Army Corps of Engineers
Portland District Engineer
P.O. Box 2946
Portland, Oregon 97208
ATTN: Navigation Division

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 73, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

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☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

U. S. Department of Interior
Bureau of Sport Fisheries and Wildlife
ATTN: Mr. John D. Findley, Regional Director
P.O. Box 3737
Portland, Oregon 97208

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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We would appreciate your comments regarding protection of aquatic life during construction of the project, particularly relating to spawning or hatching seasons that may require special precautions on the part of the contractor.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

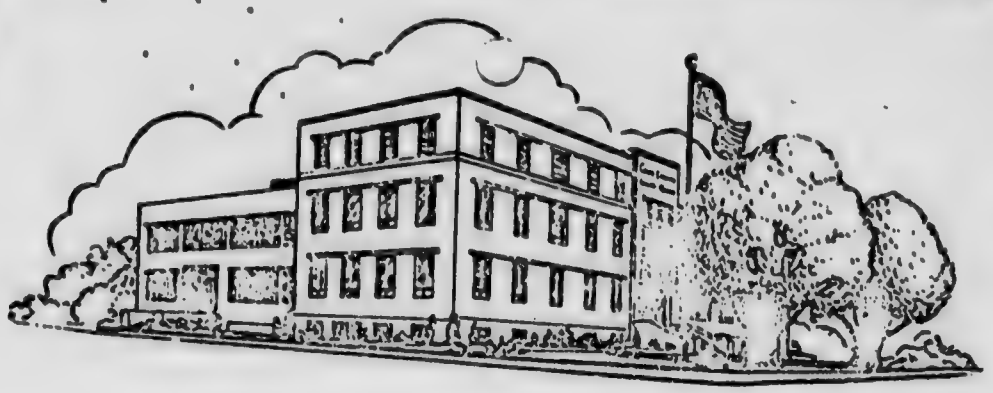
LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 18, 1973

ROAD HEARING NOTICE

Coos County will conduct a formal corridor-design public hearing on February 27, 1973 at 7:30 p.m. in the Coos River School Library, preceded by an informal information hearing at 2:00 p.m. at this same date and place, for the purpose of discussing the construction of a replacement structure for the Landrith Bridge over the South Fork Coos River. The proposed project lies near the community of Eastside, Coos County, Oregon.

The proposal consists of a highway bridge having a roadway 34 feet wide and being approximately 1000 feet in length, together with approach roadways and connection to existing County Road.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and coping.

Tentative schedules for right-of-way acquisition and construction will be discussed and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information and is now available at the County Courthouse.

All interested Citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Coos County Board of Commissioners, but must be received not later than 10 days after the public hearing.

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 11, 1973

Mr. Lonnie Van Elsberg
Coos County Commissioner
County Courthouse
Coquille, Oregon 97423

RE: Oregon Project S-596(1)
South Coos River
Landrith Bridge Section
FAS 255, Coos County

Dear Mr. Van Elsberg:

Transmitted with this letter are the following items:

(1) Environmental Impact Statement

(2) Road Hearing Notice for Public Hearing

(3) Suggested letter for advertising Public Hearing

(4) Partial list of public agencies, private agencies and individuals to whom a copy of the Road Hearing Notice should be sent.

(5) Copy of County-City Engineer's letter of December 13, 1972 outlining Public Hearing Prodedures.

(6) Copy of Oregon Bridge Engineering Company's proposed schedule for design.

As shown on the design schedule we propose that a combined corridor-design hearing be held on February 27, 1973. An informal hearing could be held in the afternoon and the formal hearing that same evening. Please refer to item (5) above for the specific requirements concerning advertising the hearing.

We will proceed with preparation of the materials for the hearing, preparation of Applications for Permit to cross a Navigable Stream, and with the structural design. Foundation investigation and right-of-way acquisition should wait until after the hearing, in our opinion.

Please let us know if we can assist you in arranging for the hearing.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

Copy: W. J. Hart, OSHD
H. S. Cox, OSHD

ENVIRONMENTAL IMPACT STATEMENT

SOUTH COOS RIVER

LANDRITH BRIDGE SECTION

FAS 255

LOCATION AND DESCRIPTION OF PROJECT

The proposed project is located approximately 2.2 river miles upstream from the confluence of the South Coos and Millicoma Rivers in Coos County, Oregon, in Section 35 T.25S R.12W. W.M., some 10 miles East of the City of Coos Bay.

The proposal consists of constructing a bridge across the South Coos River to connect the Coos River Road on the left bank of the River with the South Fork Coos River Road on the right bank. The proposed new structure will replace the existing Landrith Bridge which is located approximately 0.6 river miles upstream from the said confluence of the South Coos and Millicoma River. The new structure will be approximately 1,000 feet in length, 34 feet in roadway width, and will be supported on precast concrete and/or steel girders. Included in the project are approach fills, road connections and guardrail as required for safety. Coos County will construct the base and wearing surface on the approaches and obtain all necessary rights-of-way and easements.

PURPOSE OF PROJECT

The purpose of this project is to replace an obsolete, badly deteriorated, and narrow bridge with a structure that will be safe, will meet current design standards, and will provide greater convenience to the majority of road users. In addition, a reduction in future road improvement and maintenance costs as well as lower road user costs will be realized by shortening the main traveled route.

EXISTING ENVIRONMENTAL SETTING

The proposed project is situated in a sparsely settled coastal river valley. The valley floor is a flood plain used principally for pasture land, while steeply rising and heavily wooded hills form both valley sides. The river is tidal for several miles upstream from the project site, a substantial log raft traffic exists, and the river supports a limited sports fishery.

The project begins on the Coos River Road where the river crowds the Northwesterly foothills and the road is benched into the hillside. The new structure will cross the river, traverse the flood plain lying on the right bank, and meet the South Fork Coos River which parallels the juncture of the flood plain with the Southeasterly foothills.

Four or five land ownerships are involved within the project limits. No dwelling, buildings, business or commercial enterprises, [redacted] parklands, recreational areas, wildlife refuges, known historic sites, or public lands (except for the existing road rights-of-way) are within or adjacent to the project boundaries. The nearest dwelling is located across the South Fork Coos River Road from the Southeasterly terminus of the project. No other dwelling or building lies within 300 feet of the proposed structure.

DISCUSSION OF ENVIRONMENTAL IMPACTS

A. VISUAL IMPACT - The new structure will be rather prominent in the landscape, being 1,000 feet long and crossing the valley at nearly right angles. However, the construction will be of low profile, with long spans and simple lines, and will not be detrimental to the view, nor will it impair or obstruct the view of valley residents to any substantial degree. Care will be taken to provide an attractive and durable structure.

B. AUDIO IMPACT - It is not anticipated that the noise level from the traffic will be significantly different from what now exists.

C. VEGETATION AND LAND USE - Only minor brushing and clearing will be required and care will be taken not to disturb the river banks or vegetation except to a minor degree. Crossing of the flood plain pasture land will be done with a structure of long spans, and filling of the flood plain will be avoided except immediately adjacent to the South Fork Coos River Road, where fills will be kept to the minimum required for a safe road connection. The character of the area will thus be maintained and maximum use of the pasture land retained, since the right-of-way will be unfenced and access kept open to the land under the structure.

D. RESIDENTS OF AREA - No resident will be displaced nor will any buildings be affected by this project.

E. AIR AND WATER POLLUTION - During construction of the project all applicable Federal, State, and local regulations concerning erosion control, air pollution and water quality will be adhered to. Measures will be taken to prevent siltation of the stream, and to prevent waste or deleterious materials from entering the water, both during construction, and in the design of drainage facilities for the permanent structure.

F. NAVIGATION - The proposed design is such as to permit continued use of the waterway, consistent with present and projected future needs, except for temporary restriction of the waterway during construction - the latter to be kept to the minimum practicable.

G. TRAFFIC DURING CONSTRUCTION - There will be minimal disruption of traffic during construction, since the existing bridge and roads will remain in service.

H. SIDEWALKS AND BICYCLE PATHS - Due to the isolation of the area and the low density population, no provision will be included for this kind of traffic. However, the new roadway will be considerably wider than the existing bridge, so pedestrian and bicycle traffic will enjoy safer conditions.

ALTERNATIVES

Alternate routes have been studied, including replacement of the existing bridge in its present location. For economic reasons the proposed route is deemed best.

BASIS FOR NEGATIVE DECLARATION

The proposed structure is needed to replace an obsolete and badly deteriorated bridge which provides the sole public road access from the Coos Bay region to a large area of land lying between the South Coos and Millicoma Rivers. Extensive forestry operations as well as farming and residential lands exist in that area. The benefits accruing to the public by providing a safe structure as well as by reducing future road improvement and maintenance costs will outweigh the minor damage to the existing land use. The detrimental impact to the local environment will be very minor, and will be no greater than that which would result if an alternate route were selected.

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ROAD HEARING NOTICE

Coos County will conduct a formal corridor-design public hearing on February, 27, 19 73, at 7:30 p.m. in the _____, preceded by an informal information hearing at 2:00 p.m. at this same date and place, for the purpose of discussing the ~~improvement~~/construction of a replacement structure for the Landrith Bridge over the South Fork Coos River

The proposed project lies ~~in~~/near the ~~city~~/community of Eastside _____, Coos County, Oregon.

The proposal consists of a highway bridge having a roadway 34 feet wide and being approximately 1000 feet in length, together with approach roadways and connection to existing County Road.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information, and is now available at the County Courthouse.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Coos County Board of Commissioners, but must be received not later than 10 days after the public hearing.

(Newspaper Letter)

Attention: Classified Ads Department

Gentlemen: Attached is Coos County's notice to interested parties in or near the ~~community~~/City of Coos Bay, Coos County, Oregon, relative to its proposal for the replacement of the Landrith Bridge over the ~~Section of~~ South Fork Coos River approximately 10 miles East of Coos Bay. ~~The proposed routing is approximately as shown shaded on the attached map.~~

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on January, 19, 1973, and February, 16, 1973. Please submit your billing in triplicate to Coos County Board of Commissioners and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Vty,

Lonnie Van Elsberg
Coos County Commissioner

Att: Notice - ~~Map~~ -

cc:
County & City Dept.
Oregon Bridge Engineering Co.

SOUTH COOS RIVER

LANDRITH BRIDGE SECTION

List of Public Agencies, Private Agencies and Private Individuals to whom copies of Road Hearing Notice should be sent.

PUBLIC AGENCIES

Port of Coos Bay
Corps of Engineers
Coos County Planning Commission
Bureau of Land Management

PRIVATE COMPANIES

Weyerhaeuser Company
Menasha Company
Harbor Tug and Barge Company
Knutson Towboat Company

LANDOWNERS AT PROPOSED BRIDGE SITE

S. W. & Evelyn McCready
Ben E. & Florence Stone
Frank B. Rood, Jr. & Mavis E. Rood
Frank B. Rood III & Joyce K. Rood

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 19, 1972

Mr. Wally Palmateer
Oregon Bridge Engineering Co.
P. O. Box 72
223-M North "A" Street
Springfield, Oregon 97477

Re: S. Coos River (Landrith) Br. Sect.
S. Coos River Road, FAS 255
Coos County

Dear Wally,

Enclosed are the following hearing and environmental statement materials for the Landrith Bridge:

Copy of PPM 20-8, Public Hearings
Copy of PPM 90-1, Environmental Impact and Related Statements
Set of instructions for advertising and holding public hearings
Suggested letters and notices to newspapers
Sample Negative Environmental Declaration

You will note that the suggested notice to hold a location-design hearing is to be published twice; once 30 to 40 days before the hearing date, and again 7 to 12 days before the hearing. The notices are also to be published in all the newspapers of general circulation in the area, and copies of the notice sent to all interested public and private agencies and individuals.

We are suggesting further that the County hold an informal hearing prior to the formal location-design hearing. This may be done any time before the formal hearing and is done to informally discuss the proposed project with the people and give them information and data to how the project may or may not affect individual property owners.

Also, please note that the notice states that a statement concerning the environmental effects of the project is available both at the time the notice is placed in the papers and will be available at the public hearing. This statement should tell "how" and "why" the

project will have little, if any, adverse effects on the surrounding environment. It should also state what measures can or will be taken to reduce any detrimental effects on th_ environment and what aspects of the proposed project will benefit the area. There are attached some sample environmental declarations which might be of benefit to you in writing the environmental statement for the Landrith Bridge project.

To assist in the actual conduct of the hearing the following materials are also enclosed:

Suggested format (may be used by the hearing officer in the conduct of the hearing).

Registration Cards (to be filled out by persons attending the hearing).

Relocation Assistance Brochures (to be made available to anyone who may be relocated from his property).

Hearing maps for handouts (8½ x 11).

The engineering narrative and description of the project should be prepared ahead of time, then read verbatim at the hearing and made a part of the transcript. As part of the engineer's statement, alternative locations should also be discussed, with the reasons for selecting this particular site.

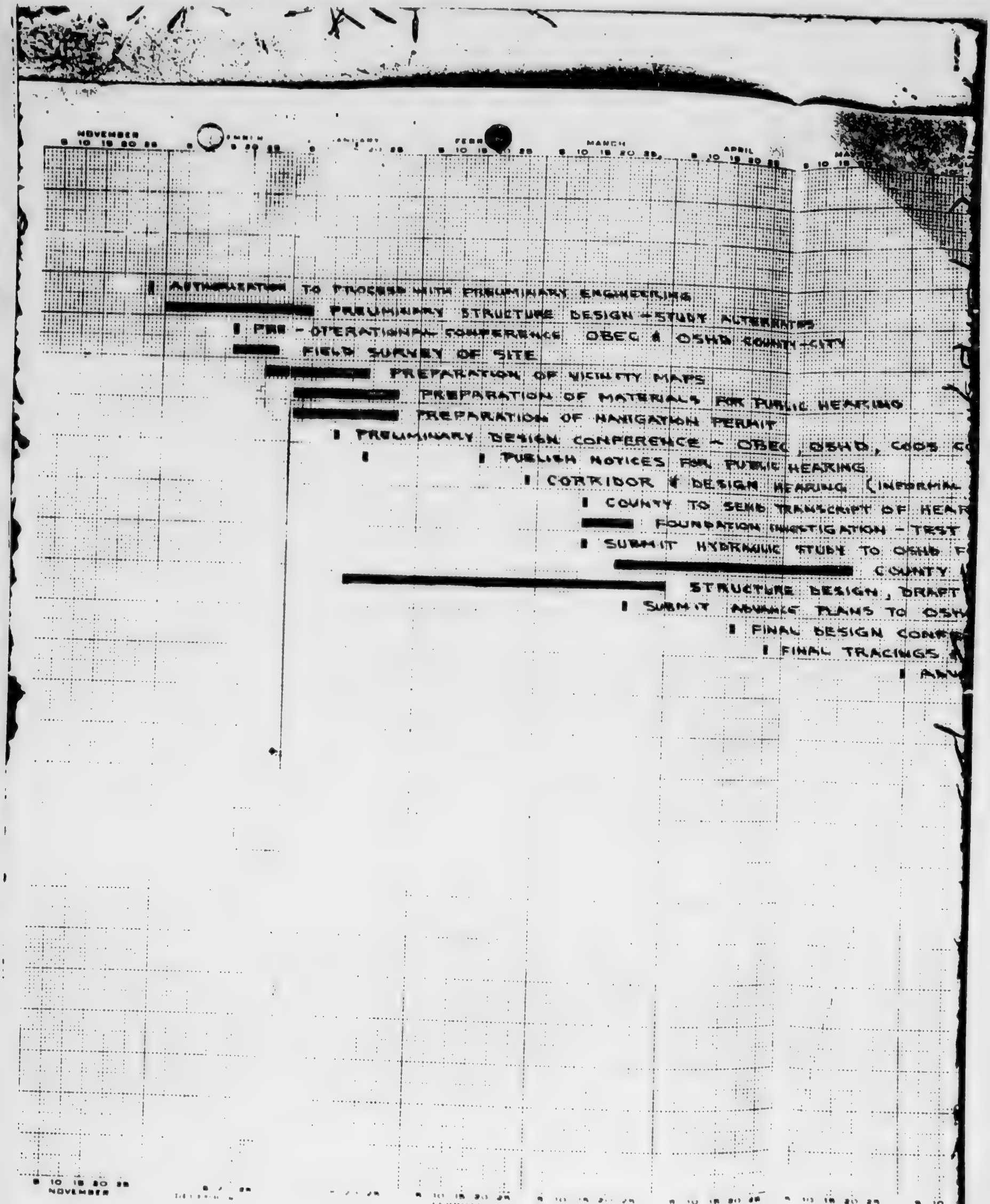
The environmental statement (negative declaration)may be read at the hearing or a statement made as to its availability to interested persons.

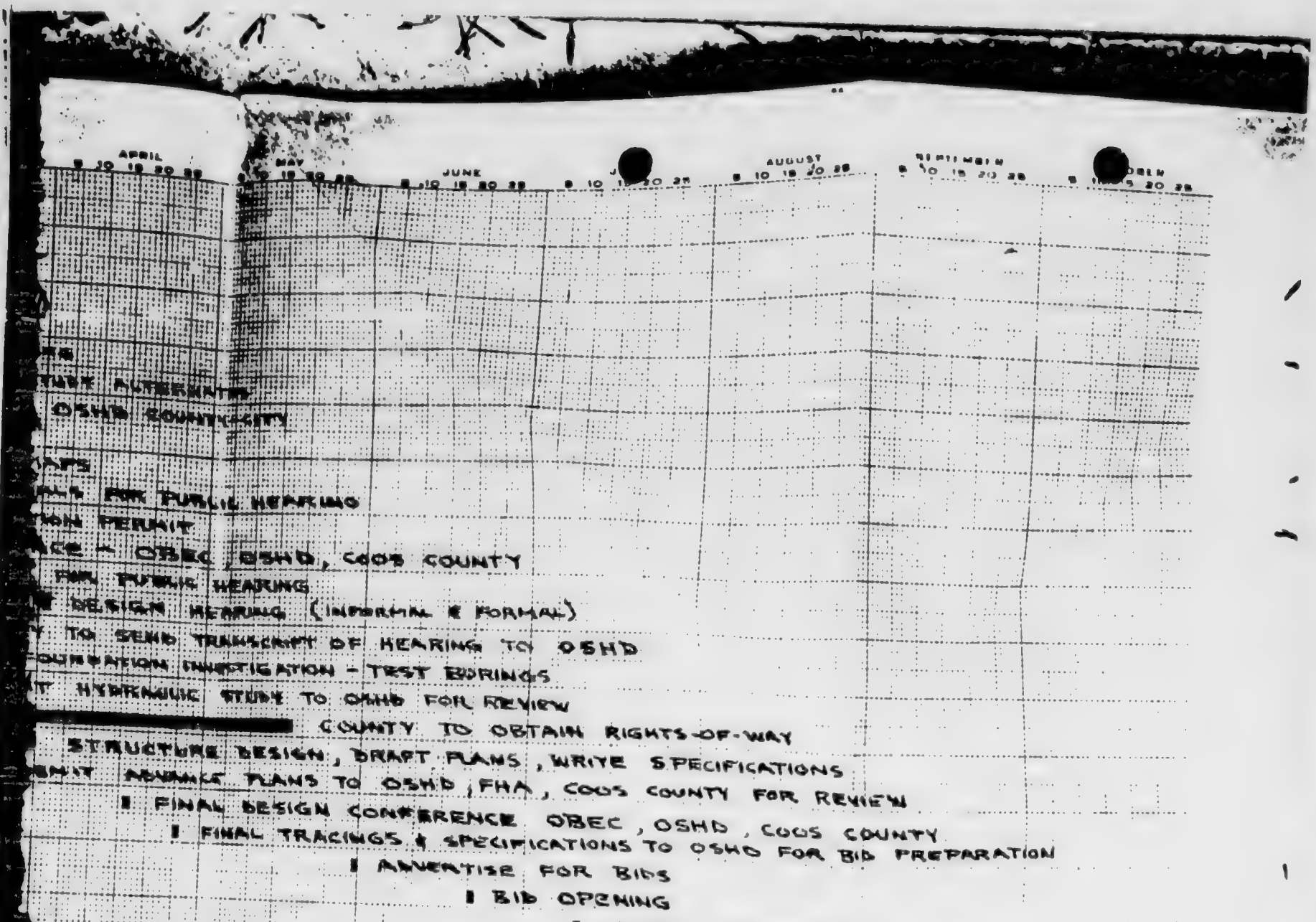
After the ten days have elapsed for receiving additional written statement, please send this office a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles and correspondence in connection with the hearing.

2. A statement giving time, date and place of any informal meetings or informational hearings held prior to the time of the formal hearing.

3. A statement that the County has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic and environmental effects of the location and design of the project; and that the County finds that the project is compatible


NOVEMBER
JANUARY
FEBR
MARCH
APRIL
AUTHORIZATION TO PROCEED WITH PRELIMINARY ENGINEERING
PRELIMINARY STRUCTURE DESIGN - STUDY ALTERNATES
PRE - OPERATIONAL CONFERENCE OBEC & OSHD COUNTY - CITY
FIELD SURVEY OF SITE
PREPARATION OF VICINITY MAPS
PREPARATION OF MATERIALS FOR PUBLIC HEARING
PREPARATION OF NAVIGATION PERMIT
PRELIMINARY DESIGN CONFERENCE - OBEC, OSHD, COOS C
PUBLISH NOTICES FOR PUBLIC HEARING
CORRIDOR & DESIGN HEARING (INFORMA
COUNTY TO SEND TRANSCRIPT OF HEAR
FOUNDATION INVESTIGATION - TEST
SUBMIT HYDRAULIC STUDY TO OSHD F
COUNTY
STRUCTURE DESIGN, DRAFT
SUBMIT ADVANCE PLANS TO OSH
FINAL DESIGN CONF
FINAL TRACINGS
ANN
NOVEMBER
FEBRUARY
MARCH
APRIL
MAY



DESIGN SCHEDULE

SOUTH COOS RIVER
LANDRITH BRIDGE SECTION
FAS 255

Oregon Bridge Engineering Company
Consulting Engineers
1973

FAS 255
Coos Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

RECEIVED
COUNTY & CITY SECTION
JAN 15 1973
ENGR. COOR. BE AE UE
UPE CE RE RPE

January 11, 1973

Department of Environmental Quality
Public Service Building
Salem, Oregon

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

Will you please inform this office of the necessary steps we should take in order to obtain a Water Quality Certificate for this project?

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

FAS 255
Coos Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

RECEIVED
COUNTY & CITY SECTION
JAN 15 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

January 11, 1973

Department of Environmental Quality
Public Service Building
Salem, Oregon

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

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Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

FAS 255

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-68)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Coos County
Board of Commissioners
Courthouse
Coquille, Oregon 97423

Attention of

Request No. (assigned by staff engineer or head of division) CC 1343

Date January 9, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
ENGR. CLERK. UE AE WE
DPE DE BE BPE

FILING REQ

Itemized Statement: $8,250.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the S. Coos River (Landrith) Bridge Section, FAS 255.		
		Covered by agreement dated 8/8/72.		7,250.00
		TO BE RETAINED		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $8,250.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution: 506-1985-297

Submitted by: Harold Reynoldson

Approved: ..... Division Engineer

Approved: ..... Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

fas 255
Coos Co

For valuable consideration, Coos County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the engineering costs incurred by Oregon Bridge Engineering Company during the construction of the S. Coos River (Landrith) Bridge on FAS 255 in Coos County.

Dated this 18th day of DECEMBER, 1972.

Coos County, by and through its
County Court

By W. R. Midby Moffitt
Chairman

By Jennie Mae Ebling
Commissioner

By _____
Commissioner

RECEIVED
COUNTY & CITY SECTION
DEC 20 1972
ENGR. COOR. OE AE UE
RPE CE RE RPE

Copy to:- Paul Hatober
Jack Martin - Res. Engr

12/11/72

For valuable consideration, Coos County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the engineering costs incurred by Oregon Bridge Engineering Company during the construction of the South Coos River (Landrith) Bridge on FAS 255 in Coos County.

Dated this 6th day of November, 1972.

APPROVED:

_____

COOS COUNTY, by and through its Board of County Commissioners

By _____
Chairman

By _____
Commissioner

_____
Commissioner

10/12/72

December 11, 1972

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Re: S. Coos River (Landrith) Bridge Sect.
S. Coos River Road, FAS 255
Coos County

Gentlemen:

This is to inform you of the procedure to follow for payments for engineering to Oregon Bridge Engineering Company for this project.

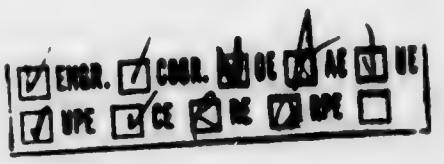
Generally, billings should not be made any more often than 30 days and must have the following information:

1. Name of consulting firm
2. Project name
3. Dates covered
4. Percentage of work completed
5. Detailed statement of services performed (such as; man hours, travel, etc.)
6. If payments for preliminary and construction engineering are both to be collected on a project, the billings of each must be on separate invoices.
7. Final billing must be so noted

The billings must be submitted to and through the County. The County then must:

1. Approve consultant billing
2. Make up their own billing in the same amount to the State Highway Division and forward both billings to this office (County & City Section).

The billing for the preliminary engineering costs are then checked and approved by the Oregon State Highway Division Bridge Engineer. After approval, the Accounting Section will pay the billing.



Also, would you please complete the two copies of the enclosed forms which grants the Oregon State Highway Division the authority to pay the Oregon Bridge Engineering Company directly.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

cc: Oregon Bridge Engineering Co.
(Mr. Wally Palmateer)
J. H. Versteeg
Paul Hatcher, Accounting
Walt Hart

December 4, 1972

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Re: Preliminary Engineering
S. Coos River (Landrith) Bridge Section
S. Coos River Road, FAS 255
Coos County

Gentlemen:

On November 27, 1972 the Federal Highway Administration approved the preliminary engineering for this project. This engineering is to be done by a consulting firm (Oregon Bridge Engineering Company) and is estimated to cost $36,250 with an added estimated cost of $5,000 for the drilling and testing, making the estimated total $41,250.

11-9-72

In this regard, per the agreement dated August 8, 1972 between the State and the County, the advance deposit requested from County is as follows:

Engineering	$36,250.00
Drilling & testing	5,000.00
	$41,250.00

SOC-19EC

The advance deposit equals 20% of $41,250.00, which is $8,250.00.

Please make this advance deposit in the amount of $8,250 payable by check or warrant to the Oregon State Highway Commission and forward the same to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

CC 1343

HR:ljt

ENGR. COMP. OPS. CC BC

Coast Guard

for 285
Coos Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

255

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8678

December 26,1972

Commander (0-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Washington 98104

Re: South Coos River
Landrith Bridge Section
Coos County, Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith bridge. The existing bridge crosses the South Coos River approximately 0.6 miles upstream from the confluence of the South Coos and Millicoma Rivers, and the proposed bridge is planned to cross the South Coos approximately 2.2 miles upstream from the said confluence.

We would appreciate your sending a copy of "Instructions to Applicants-Permits for Bridges over Navigable Waters" to this office.

In addition, we would be grateful if you could tell us about how long it would normally take for the application to be processed and project approval obtained.

Very truly yours,
OREGON BRIDGE ENGINEERING CO.

Louis F. Pierce
Chief Design Engineer

LFP;lp

cc: Lonnie Van Elsberg, Coos County Commissioner
Walter J. Hart, OSHD Bridge Engineer
H.S. Cox, OSHD County and City Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 28 1972

December 19, 1972

Mr. Wally Palmateer
Oregon Bridge Engineering Co.
P. O. Box 72
223-M North "A" Street
Springfield, Oregon 97477

Re: S. Coos River (Landrith) Br. Sect.
S. Coos River Road, FAS 255
Coos County

Dear Wally,

Enclosed are the following hearing and environmental statement materials for the Landrith Bridge:

Copy of PPM 20-8, Public Hearings
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Set of instructions for advertising and holding public hearings
Suggested letters and notices to newspapers
Sample Negative Environmental Declaration

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To assist in the actual conduct of the hearing the following materials are also enclosed:

Suggested format (may be used by the hearing officer in the conduct of the hearing).

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Hearing maps for handouts (8½ x 11).

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After the ten days have elapsed for receiving additional written statement, please send this office a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles and correspondence in connection with the hearing.

2. A statement giving time, date and place of any informal meetings or informational hearings held prior to the time of the formal hearing.

3. A statement that the County has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic and environmental effects of the location and design of the project; and that the County finds that the project is compatible

to the County's planned arterial system. Please refer to any Traffic Surveys or Planning Studies made by or for Coos County with references to land use and road systems.

4. A statement that the County does request the State Highway Division to give design approval of the project.

If you have any questions or need additional materials, please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:ljt

Encl.

8054

Form FHWA-321 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 27, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Division Engineer
Salem, Oregon Original signed by
E. J. Valach
Dist. Engineer

SUBJECT: Oregon Project S-596(1)
South Coos River (Landrith) Bridge Section
Consultant Agreement

The revised consultant agreement between Coos County and the Oregon Bridge Engineering Co. for the design and construction engineering on the Landrith Bridge is approved.

Authorization to proceed is hereby granted.

RECEIVED
STATE HWY ENGR
NOV 29 '72
RETURN TO

Copies to ...
11-29-72 Hall
Cal
Skaug
Young
Jenkins

NOTED
R. L. SCHROEDER

RECEIVED
NOV 29 1972

11-29-72
Schroeder

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBER 12-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-27-72

BY (Signature): MR. YOUNG'S SEPTEMBER 25, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1104 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1104	S-596(1)	0.19	50,000	31,700	SOUTH COOS RIVER LANDRITH BRIDGE SECTION. COOS COUNTY	PRELIMINARY ENGINEERING.

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING.

FOR FILING

11-29-72 Young

8054

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-27-72	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46 (Rev. 8-71)

GPO 915-490

1054

RECEIVED
NOV 15 1972

FOR FILING

RECEIVED
STATE HWY ENGR
NOV 15 '72
REFER TO
FOR
Info | Proj | Sec | Dsn | Est | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 15, 1972

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Oregon Project S-596(1)
S. Coos River (Landrith) Bridge
Consultant Agreement Revision
FAS 255, Coos County
File: 10-35-EC

NOTED
TOM EDWARDS

Dear Mr. Green:

In response to your memorandum of October 12, 1972, you will find attached a letter of acceptance from Coos County accepting the revised pages for substitution in the Consultant Agreement covering engineering services for the Landrith Bridge.

Inasmuch as the County did not mention the design standards for the proposed structure we did, on this date, obtain verbal concurrence from County Commissioner Lonnie Van Elsberg for a clear roadway width of 34 feet consisting of two 11-foot travel lanes with 6-foot shoulders. By copy of this letter to Coos County, that concurrence is being confirmed.

There is also attached three copies of each of the revised sheets marked "Revised 9-19-72."

This action should clear the programing for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
for H. S. Cox
County and City Engineer

RHP:ljt
Att.

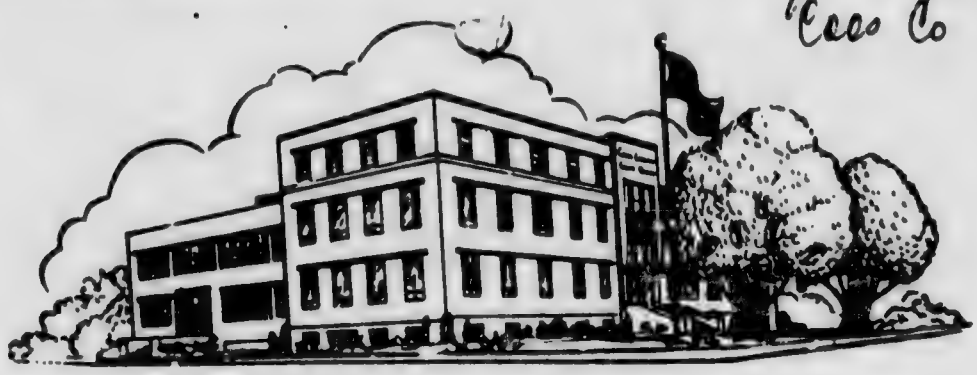
cc: Lonnie Van Elsberg
Tom Edwards
F. B. Klaboe
R. L. Schroeder
A. E. Johnson
W. J. Hart
V. E. Skoog
J. H. Versteeg

Jan 255
Coos Co

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



November 6, 1972

RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1972
ENGR. CONST. OE AE UE
UPE OE RE RPE

George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Please accept this letter as Coos Counties acceptance of revised pages 4,5, and 7 together with revised pages of exhibit C for substitution in our copy of the Landrith Bridge consultant agreement.

Very truly yours,

BOARD OF COMMISSIONERS

M. R. Mickey Moffitt
Chairman

Lonnie Van Elsberg
Commissioner

Commissioner

cc: H. S. Cox

sv

RECEIVED
NOV 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

a. Field notes of all surveys (if requested by the State).
b. Field notes for all survey reference ties.
c. Field notes for all required investigations (if requested by the State).
d. Hydrologic and hydraulic reports.
e. Original drawings and tracings of profile sheets and structure plans.
f. Construction cost estimate.
g. Special provisions.
h. Letter of transmittal containing the Engineer's Project Design Report.

7. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

a. Furnish all lines and grades.
b. Check and approve all shop drawings and rebar details.
c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure, except as listed under Paragraph B.
d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.
e. Prepare weekly construction reports and monthly estimates.
f. Prepare necessary change orders and price agreements.
g. Conduct final inspection.
h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County will apply for change in FAS route. County shall conduct the corridor hearings, which will include preliminary design sketches of structure and approaches by Consultants. County will apply for navigation permits and hold hearings with vertical and horizontal data supplied by Consultants. County will furnish initial environmental impact statement.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis;
Review and approval of hydraulic studies;
Review and approval of location studies, ADT survey, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract.

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State-employed engineer to be in responsible charge and direct control of the project at all times ad to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least three scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The three conferences will consist of the following:

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they have not

sultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $36,250.00 Dollars, payable in monthly increments based on periodic progress reports of performance, plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.6.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $47,720.00, except as stipulated in IV.E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

The Consultants warrant that they have not employed or

PRELIMINARY ENGINEERING COSTS

General Consulting	40	hrs.	@	$12.45±	=	$500.
Principal Design Engineer	380	hrs.	@	10.80±	=	4,100.
Project Engineer	650	hrs.	@	8.85±	=	5,750.
Design Engineer	310	hrs.	@	7.45±	=	2,310.
Survey Party	174	hrs.	@	5.75±	=	1,000.
Drafting	360	hrs.	@	4.60±	=	1,650.
	1,914					

		$15,310.
Overhead Allowance @ 75.15%		11,505.
Travel and Subsistence	$1,200.	
Communications	200.	
Reproduction and Supplies	400.	
Computer Service	400.	
Foundation Consultant	2,500.	4,700.
		$31,515.
Profit - 15%±		4,735.
		$36,250.

ESTIMATED PROJECT COST: $740,000

Preliminary Engineering: 4.9%

FOUNDATION DRILLING AND INVESTIGATION

Estimated Actual Costs	5,000.
	$41,250

Revised 9-19-72

JOBSITE FOUNDATION DRILLING

Estimated Costs:

Mobilization of Drilling Equipment	$450.
Drilling 6 Holes @ $650. each	3,900.
Miscellaneous Job Supplies	150.
	$4,500.
Contingencies	500.
Estimated Drilling Costs	$5,000.

Revised 9-19-72

8054

NOV 14 1972

November 13, 1972

MISC. CONTRACTS and AGREEMENTS No. 51599

Board of County Commissioners
Coos County
Courthouse
Coquille, Oregon 97423

Attention: Fay Crabtree
County Clerk

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering preliminary engineering on the South Coos River (Landrith) Bridge Section of the South Coos River Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

FAS 255
Coos Co.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 12, 1972

In reply refer to: 10-35-EC

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-596(1)
South Coos River (Landrith) Bridge Section
Revision to Consultant Agreement

We have reviewed the revised pages to the consultant agreement between the Oregon Bridge Engineering Company and Coos County for the design and construction engineering of the subject project and find them satisfactory and in accordance with our September 8 discussion. However, before we can grant formal approval we need three copies of each sheet clearly marked as revised together with some indication from the County that they recognize these revisions and accept and approve them.

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FBF
FOR
Info | Invest | R/D | D/R | Plan | Act | File

RECEIVED
COUNTY & CITY SECTION
OCT 17 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10-17-72

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-944

FAS 255
Coos County

Mr. Lonnie Van Elsberg
Coos County Commissioner
Courthouse
Coquille, Oregon 97423

October 10, 1972

Dear Lonnie,

Attached are revised pages numbered 4, 5, and 7, together with revised pages of Exhibit "C" for substitution in your copy of the Landrith Bridge Consultant Agreement. These pages were revised in order to more clearly define the cost responsibility for the foundation drilling and investigation. As the agreement was originally written, Coos County was responsible for these drilling costs. Now, as revised, these costs are included in the preliminary engineering, and will receive participation from both State and Federal funds.

After discussion with Wally Palmateer, the Federal Highway Administration, and our Bridge Section, it was determined that, based on present traffic and future usage, the structure and attendant approaches will be 34 feet wide, consisting of two 11-foot travel lanes, and 6-foot shoulders. This is the minimum AASHO standard as stipulated in our secondary road plan.

Will you please inform us that you concur in the agreement revisions and the design standards for the bridge and approaches.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:ljt
Att.

cc: Federal Highway Administration
W. J. Hart, Bridge Section
W. A. Palmateer, Oregon Bridge

RECEIVED
OCT 12 1972
FOR FILING

8054

10-10-72

PREFIX NO. 506-1476

ADDENDUM "A" TO LOCATION PROSPECTUS
CHANDLER-LANDRITH BRIDGE SECTION
COOS RIVER COUNTY ROAD - FAS 255
COOS COUNTY

This addendum is submitted to revise and correct the location prospectus concerning the above section of the Coos River County Road, FAS 255.

PARAGRAPHS 1 THROUGH 5: Correct as per original prospectus.

NOTED
TOM EDWARDS

PARAGRAPH 6: Delete Class "C" and substitute:
"AASHO's geometric design standards for highways other than freeways as modified under Oregon Secondary Road Plan Agreement dated February 1, 1970."

PARAGRAPH 7: Delete and substitute:
"Two 11-foot travel lanes and 6-foot shoulders."

PARAGRAPHS 8 THROUGH 13: Correct as per original prospectus.

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

October 10, 1972

cc: Federal Highway Administration (3)
Tom Edwards
E. S. Hunter
R. L. Schroeder
L. E. George
W. J. Hart (3)
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)
J. H. Versteeg (3)
F. B. Klaboe
A. E. Johnson
R. N. Bothman
F. L. Hall
C. T. Keasey
V. D. Wolfe
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
R. W. Prentiss
R. E. Royer
W. H. Tebeau
G. C. Wills

FAS 255
Coos Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 27, 1972

TO County-City Section
Attention Mr. Robert Prange

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Coos River (Landrith) Bridge
Br. No. 2513A. - Landrith Co. Rd. FAS 255
Revised Pages for Consultant Agreement

We have reviewed the revised pages of the Consultant's Agreement for the subject project which you forwarded to this office on September 26, 1972, and we have no objections to the use of these pages.

These pages cover the additional item of "Foundation Drilling" which was not included in the preliminary engineering portion of the original agreement. The estimate of $5,000 for this work appears reasonable.

RWE/ag

cc A. E. Johnson
M. A. Craft
R. J. Wright
A. A. Rear

RECEIVED
COUNTY & CITY SECTION
SEP 27 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ I.E ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

SALEM, OREGON
September 26, 1972

Mr. W. J. Hart
Bridge Engineer

B U I L D I N G

Attached are several revised pages of the Consultant Agreement between Oregon Bridge Engineering Company and Coos County covering the engineering for the Coos River (Landrith) Bridge. These revised pages cover the additional item of foundation drilling in the amount of $5,000, which was not included in the preliminary engineering portion of the original agreement.

You will recall that this was arranged at our meeting at the FHWA office on September 8. If you have no objections we will transmit the required number of copies to the Federal Highway Administration for substitution in their copies of the agreement so that formal approval can be given.

Xerox copies of the substitute pages have already been given to and discussed with Herb Schell and Glenn Hossner who were present at the September 8 meeting and they could find no objections.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

Att.

8054

RECEIVED
SEP 28 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 25, 1972

TO G. L. Green, Acting Division Engineer
~~N. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Program Data Submission

We are submitting program data for one Secondary Preliminary Engineering Project, Item No. 1104, Project No. S-596(1), "S. Coos River (Landrith) Bridge Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

The preliminary engineering work under this project is to be done by the consultant firm of "Oregon Bridge Engineering Company" with required supervision and other related engineering work by Highway Division forces. The consultant agreement was furnished your office by our County-City Section as a separate action.

Enclosed are copies of State and District 7 Clearinghouse letters, dated August 23, 1972 and September 15, 1972, respectively, approving the project.

RNC:bb
Enc.

TOM McCALL
GOVERNOR

CLEIGHTON PENNELL
Director

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

RECEIVED
AUG 29 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

August 23, 1972

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

Coos Co.

Attn: Hill Young

Re: S. Coos River, (Landrith) Bridge
PNRS #7208 2 360

Dear Mr. Baldwin:

NOTED
R. D. ASBURRY

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence regarding this project.

cc: September 6, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.A. Sandmann
J.H. Versteeg

It is understood that this proposal is for engineering only, and does not include construction at this time. As such, it does not present any conflict with existing state plans or policies. However, since the ultimate product and its construction will be of direct interest and concern to a number of state agencies, the consulting engineers should take immediate positive steps to assure meaningful imput by these agencies into the planning process. Specifically, liaison should be established with the State Fish Commission, the State Game Commission, the Department of Environmental Quality, The State Water Resources Department, The Department of Geology and Mineral Industries, the State Department of Soil & Water Conservation Committee, and the Department of State Lands.

BEN GIFFORD
8/10

RECEIVED
STATE HWY ENGR
AUG 30 '72
REFER TO
FOR

The site map furnished with the Notice does not indicate any existing roadway at the proposed bridge location. It is presumed therefore, that the bridge being designed, when built will be part of a larger road improve-

9-1-72
Young-Bob

RECEIVED
SEP 1 1972
PROGRAMING SECTION

NOTED
R. D. ASBURRY

ment project. When and if Notice of Intent to proceed with construction phase is filed, the entire project, not just the bridge, must be reflected in that Notice.

With the understanding that these suggestions will be implemented, we are pleased to extend our endorsement.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

CP:Kl
cc: Fish Comm
Game Comm
DEQ
Water Res.
Geology
Soil & Water
State Lands

Budget Bureau No. 41

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61) 9-25-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (1-20): 1	PROJECT LOCATION (45 typewriter spaces) (21-65): Co.Rd. 6.3 Mi. E. of Eastside	ADT	PRESENT: 500	FUTURE (66-70): 850	YEAR (71-72): 92	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26-62): Preliminary Engineering	NATL. FOREST (63-65)	PH ROUTE NO. (66-69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72-73)	PL. AUTH YR. (74-75)	PROJECT NUMBER PREFIX LETTER(S) (14-29): S-	NUMBER: 596	
CARD 4	CLASS OF FEDERAL FUNDS: Secondary	NAME OF URBAN AREA (17-31)					COUNTY NAME: Coos	ROUTE NO.: S	FEDERAL-AID: 255	STATE (32-36): Co.Rd. (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE (43-48)	STEP (53)	TERMINI (Full description) (59-66)	MILES (54-58)	TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	OTHER FUNDS
1	(1-4 5)	(16)	41	42								
5					PE		Co.Rd. 6.3 Miles East of Eastside	0.19	50,000	31,700	18,300	
5					ROW		"S. Coos River (Landrith) Bridge Sec."					
5					CONST (CODE)							
							PROJECT TOTALS	0.19	50,000	31,700	18,300	

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-3 (REV. 4-61) 9-25-72

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd. 6.3 Mi. E. of Eastside	ADT	500	850	92	10	Oregon	35	022	1104

ED WORK (35 typewriter	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
neering								S-	596	(1)		

Secondary

COUNTY NAME: Coos — CODE: 011

ROUTE NO. S — FEDERAL-AID: 255 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd. 6.3 Miles East of Eastside	0.19	50,000	31,700	18,300		Preliminary Engineering, all phases (for future bridge over S. Coos River, length 1000', H.C. 34', on new location).
ROW		"S. Coos River (Landrith) Bridge Sec."						ROW-60' min.; Access Control-none; Parking Restrictions-none.
CONST (Cost)								
		PROJECT TOTALS	0.19	50,000	31,700	18,300		

PROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48005-P61

S. COOS RIVER (LANDRITH) BRIDGE SECTION
PROJECT NO. S-596(1)

Existing Facility: Proposed location only.

Proposed Adjacent Sections:

West End: 18' Gravel surface (County road on west side of the river).

East End: 18' Oil mat surface with 1' gravel shoulders (FAS 255).

Project Data: The proposed work consists of all phases of preliminary engineering including hearings, environmental statements and final P.S. & E. preparation. The engineering is to be accomplished by the consulting firm of Oregon Bridge Engineering Company with required supervision and other related engineering by Highway Division forces.

Minimum Design Standards: No exceptions.

Public Hearings: Will be offered and held if requested.

Location and Design Approvals: Will be accomplished under the Secondary Road Plan.

System Action: Minor change in alignment will be submitted when actual location is determined.

Water Developments, Railroads, Airports, Historical and Recreational Areas: None involved.

A-95 Review: P.E. project approved by State and District 7 Clearinghouse letters dated August 23, 1972 and September 15, 1972, respectively.

For PR-37:

Preliminary Engineering:	
Field	$45,000
P.S.&E.	5,000
Total	$50,000

8054

RECEIVED

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 20, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon FAS Route 255
S. Coos River (Landrith) Bridge Section

CH Baldwin 9-22-72

The Consultant Agreement between Coos County and the Oregon Bridge Engineering Company for the design and construction engineering on the Landrith Bridge is approved as submitted with Mr. Edward's August 29 letter.

You may request authorization to proceed after the approval of an FAS Program concerning this work.

T 9-21-72

NOTED
A. E. JOHNSON
NOTED
E. S. HUNTER
CC Young

RECEIVED
SEP 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR
Hdq. | Invest. | R/D | D/R | Fdn | Act. | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

8054

RECEIVED
AUG 30 1972

FOR FILING

bc F. B. Klaboe
A. E. Johnson
H. S. Cox
W. J. Hart
V. E. Skoog
J. H. Versteeg

August 29, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

FROM
Tom Edwards
State Highway Engineer

SUBJECT Consultant Agreement
S. Coos River (Landrith) Bridge Section
FAS 255, Coos County
Your Reference 10-35-0B

Attached for your approval are three executed copies of the subject consultant agreement. This agreement has been corrected pursuant to your memorandum of July 14 and our review of June 16, 1972.

It is necessary to engage the professional services and assistance of a consultant to perform the engineering functions for the proposed FAS project because (1) the county does not have the personnel who are qualified or experienced to perform the required work; and (2) the State Highway Division, with its present work load, does not have sufficient resources to expeditiously develop the proposed project.

The qualifications and experience of Oregon Bridge Engineering Company have been reviewed by our Bridge Section, and it has been determined that the consultant is adequately staffed and suitably equipped to perform the required services in a satisfactory, economic, and expeditious manner. Our Bridge Section has further analyzed the consultant's proposal and has concluded that the estimated payments to the consultant are reasonable for the services and materials he will provide.

The local officials have reviewed the qualifications and experience of Oregon Bridge Engineering Company and have determined that this consultant firm is best suited to their particular needs and conditions.

Att.

RHP:ljt ia

8054

RECEIVED
AUG 11 1972
FOR FILING

August 10, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St., S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 7

Federal Aid Secondary

S. Coos River (Landrith) Bridge
FAS 255
Coos County

The estimated date of filing for federal-aid funds on this project is September 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. W. Chase
R. A. Sandmann
J. H. Versteeg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8. PNRS #	9] CARD TYPE	Page One [79]
02	[12] APPLICANT: State Highway Division [45]	46] DIVISION: Department of Transportation		
03	[12] APPLICANT ADDRESS: State Highway Building STREET [45]	46] CITY: Salem [60]	76] ZIP: 97310 [80]	
04	[12] CONTACT PERSON: L. H. Young [45]	46] AREA CODE: 503 [48]	49] PHONE: 378 [55]	56] EXTENSION: 6563 [59]
01	[12] PROJECT TITLE: S. Coos River (Landrith) Bridge FAS 255 District 7			[71]
11	[12] PROJECT LOCATION: S. Coos River Road CITY [45]	46] PROJECT LOCATION: COUNTY: Coos		[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Perform the preliminary engineering and make up the plans for the Landrith			[71]
06	[12] Bridge. The structure will be approximately 1,000 feet long with a			[71]
07	[12] 32-foot clear roadway.			[71]
08	[12] The County has retained a consulting engineering firm (Oregon Bridge			[71]
09	[12] Engineering Company) for these services.			[71]
10	[12]			

12	[12] FEDERAL FUNDS (A) Grant [19]	20] (B) Other [27]	28] NON-FEDERAL MATCHING FUNDS (C) State [35]	36] (D) Local [43]	44] OTHER (E) FUNDS [51]	52] TOTAL (F) FUNDS [60]
	30,000		10,000	10,000		50,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways		[71]
15	[12] FEDERAL AGENCY NAME: Department of Transportation [45]	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No	(D) REVIEW REQUIRED by A-95 Yes	(D) No	(E) ENVIRONMENTAL IMPACT Yes	(E) No	(F) HOUSING RELOCATION REQUIRED Yes	(F) No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42]	43] DAY [44]	45] YEAR [46]
	Sept.	15	1972

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 10, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway & Coos County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 24
(c) State Senatorial District(s) Number(s) 48

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

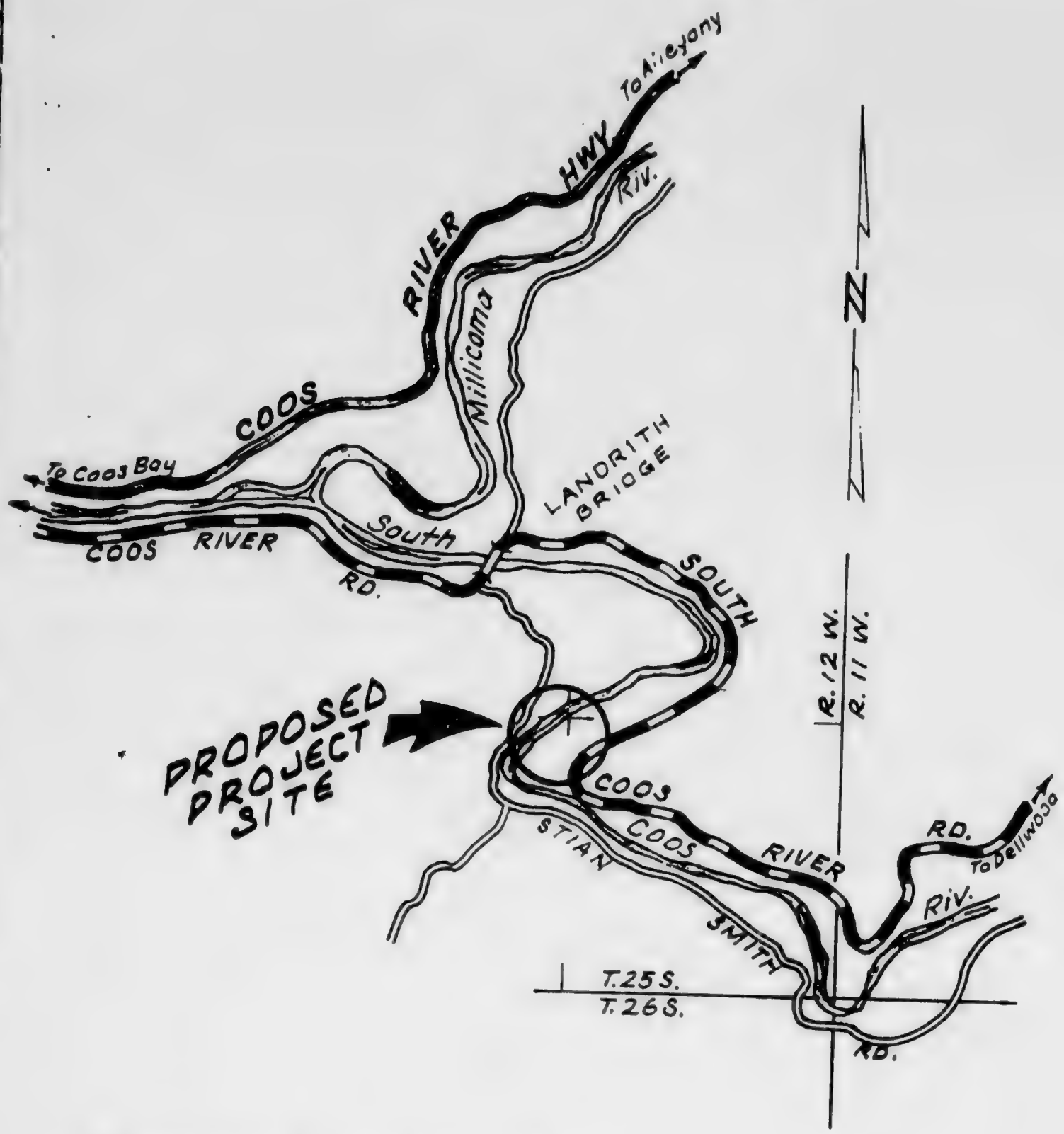
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $_____	%___ $_____	%___ $_____
Second Year	%___ $_____	%___ $_____	%___ $_____
Third Year	%___ $_____	%___ $_____	%___ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS



S. Coos Riv. (Landrith) Br. Sect.

S. Coos River Rd

Coos County

8054

RECEIVED
AUG 2 - 1972

FOR FILING

August 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Federal Aid Secondary Projects

The attached tabulations describe five Federal Aid Secondary projects, one each in Coos, Lake, Linn, Union, and Wallowa Counties.

The request by Coos County is for the preliminary engineering and plans for the Landrith Bridge over the South Coos River on FAS 255. The estimated cost of the engineering is approximately $50,000, of which $10,000 will be the cost to the State.

Lake County's request is for a grading project on the New Idaho School Loop Section on FAS 19-106 and 107. The estimated cost of this project is approximately $311,000, of which $62,200 will be the cost to the State.

Linn County is requesting a paving project on the Hamilton Creek School-Berlin Section on FAS 214. The estimated cost of this project is approximately $110,000, of which $22,000 will be the cost to the State.

Union County is requesting a bridge project over the Grande Ronde River on Hull Lane, FAS 31-112. The estimated cost of this project is approximately $150,000, of which $30,000 will be the cost to the State.

The request by Wallowa County is for a bridge over Whiskey Creek on FAS 487. The estimated cost of this project is approximately $30,000, of which $6,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost is approximately $651,000, of which $130,200 will be the cost to the State.

This matter will be on the agenda for the August 8 meeting, and I recommend your approval.

Attachments

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
Vern Skoog
L. H. Young
H. S. Cox
J. B. Boyd
J. F. Putnam
W. E. Schwartz
J. H. Versteeg
Gary Ross
Gary Sund

HR:ljt ja

7-25-72

COOS COUNTY
Proposed Project (1973 Funds)

FAS 255: S. Coos River (Landrith) Bridge Section. Preliminary engineering and plans for structure, $50,000. M.P. 4.0.

Perform the preliminary engineering and make up the plans for the Landrith Bridge. The structure will be approximately 1,000 feet long with a 32-foot clear roadway.

The County has retained a consulting engineering firm (Oregon Bridge Engineering Company) for these services.

ADT: Exist - 530
1990 - 850

72-e
7/25/72

Valley Sentinel
Coquille---------8-24

Project OK'd

The Oregon State Highway Commission today approved five Federal-aid Secondary projects, one each for Coos, Lake, Linn, Union, and Wallowa Counties, for a total cost estimated at $651,000, of which $130,200 will be the cost to the State.

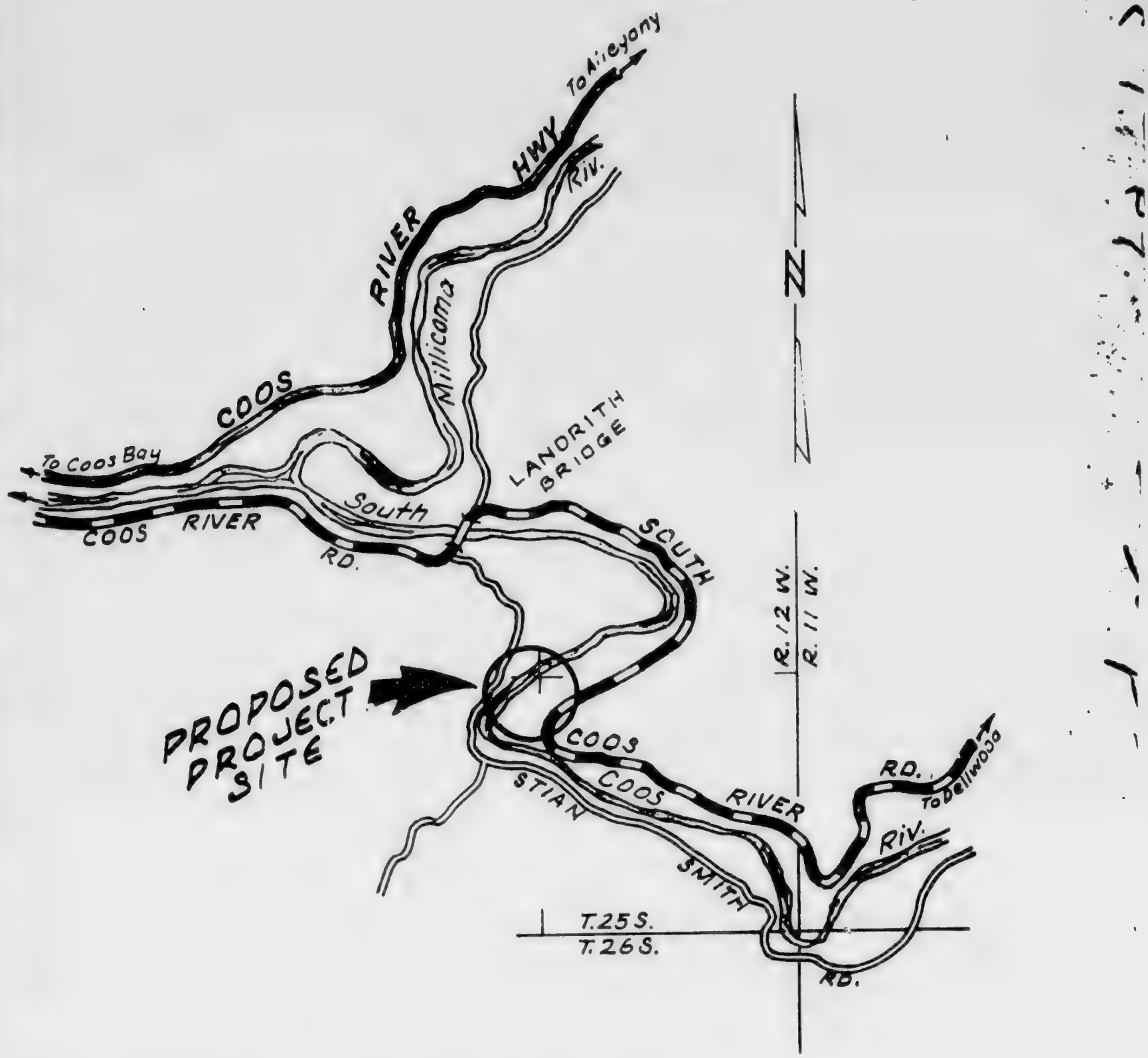
The Coos county request is for preliminary engineering and plans for the Landrith Bridge over the South Coos River on FAS 255. Estimated cost of the project is $50,000.

The World
Coos Bay--------8-14

Secondary Projects OK'd

The Oregon State Highway Commission has approved five Federal-aid Secondary projects, one each for Coos, Lake, Linn, Union and Wallowa Counties, for a total cost estimated at $651,000, of which $130,200 will be the cost to the State.

The Coos County request is for preliminary engineering and plans for the Landrith Bridge over the South Coos River. Estimated cost of the project is $50,000.



S. Coos Riv. (Landrith) Br. Sect.

S. COOS RIVER RD

Coos County

Form FHWA-121 (12
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 14, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

cy Hall Hart 7-21-72

SUBJECT: Oregon Project FAS 255
Consultant Agreement (Draft)
Coos County and Oregon Bridge Engineering Co.

The subject draft agreement and the attached comments of Mr. W. J. Hart that were attached to Mr. Cox's June 22 letter have been reviewed. I am in agreement with Mr. Hart's suggestions and would like to add the following:

1. Somewhere on Page 1 should be the address of the consultant's office doing the work.

2. On Page 9, Section IV, Paragraph F should be a provision for ownership of completed work by the County in the event of termination.

3. On Page 2, Section I, Paragraph A-1, instead of using the design criteria of an "HS-20 or greater design loading," a more specific limit should be used.

7-20-72
AL

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

FAS 255
Coos Co.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 16, 1972

TO County-City Section
Attention Mr. Robert Prange

FROM Walter J. Hart
Bridge Engineer

SUBJECT Consultant's Agreement

RECEIVED
COUNTY & CITY SECTION
JUN 16 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ PPE ☐

Returned herewith is the draft of a consultant's agreement between Oregon Bridge Engineering Company and Coos County in connection with the Landrith Bridge over Coos River.

Our comments are as follows:

Change wording of Section IV - K, Miscellaneous Provisions, Civic Rights Act, to agree with Appendix A of the Standard Department of Transportation Title VI Assurances, copy enclosed.

Responsibility for subsurface exploration and drilling is not clear. In Article I - B - 1, Work to be Done by Others, County, all costs for subsurface exploration and drilling will be borne by the County. In Exhibit "C", page 4, Preliminary Phase, Article I - 1 - 6, Foundation Investigation includes Onsite, and on page 5 of Exhibit "C" an allowance is included for a Foundation Consultant. If jobsite drilling costs are separate, it should be so stated.

Responsibility for inspection of construction of precast beams off the jobsite is not clear. Materials sampling and testing by the State, as shown in Article I - B - 2 - b, is usually performed in conjunction with construction of precast beams in casting yards. The Consultants have included under Construction Engineer Costs, Exhibit D, an allowance for Offsite Inspection - Precast Beams.

Include under Article I - A - 7, "Construction Engineering and Inspection by Consultant" the following:

> "Obtain, prepare, and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard."

JD:dh

RECEIVED
COUNTY & CITY SECTION
JUN 12 1972
☑ TRANS. ☐ COOR. ☐ DE ☐ AE ☐ ME
☐ DPE ☐ CE ☐ RE ☐ DPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Coos FAS No. 255 Date 6/7/72
County Road Name South Coos River
Section Name Landrith Bridge
Type of Project Bridge
Location of Project (Attach sketch map)
ADT Design Speed

Is this request for county bridge design only? Yes_____ No_____
County FAS bridge design? Yes X No_____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Width

2. Shoulders: Type Width

3. Grading & Drainage:
   By County_____ County Date of Completion By Contract

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract_____
   Has base design been given to County? Yes_____ No_____
   Will it be furnished? Yes_____ No_____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract_____

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract_____

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract_____

8. Clearing:
   By County _____ County Date of Completion _____ By Contract_____

9. Curbs:
   Curbs Required? Yes_____ No_____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs

10. Are pedestrian walkways necessary? Yes_____ No_____

11. Are there any structures to be replaced or altered? Yes X No_____

12. Will replacement be by: County_____ Contract X
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

Note: Changes made by H.S. Cox & Lew Pier
(of the Bridge)

13. Will Count_ adjust structure to new grade? Yes____ No____

14. Will County adjust structure to additional width? Yes____ No____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control?
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.) Yes_____No_____

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be maintained by County? Yes_____No_X__

26. Will detour be maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction? Yes_____No_____

28. Will Contractor sign project outside work area during construction? Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream South Coos River
2. Name of bridge Landrith Bridge
3. Dimensions of existing bridge. Length 957 Roadway Width 20'
4. Type of design and material used in existing bridge. steel truss - wood construction
5. Location (please attach map with location marked): existing bridge
   Section 26 Township 25 South Range 12 West W.M.
6. Desired width of bridge 32' (32' x 100')
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes_____ No X
   Upstream_____ Downstream_____ Width_____
8. Does County wish a particular type of bridge design? Yes ✓ No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) concrete piling
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes_____ No X
   Explain_____
10. Foundation Testing: By County? Yes X No_____
    By State? Yes_____ No_____
11. Will County close road during construction? Yes_____ No X
12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No__X__

14. Will detour be maintained by County? Yes_____ No_____

15. Will detour be maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes__X__ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__X__No_____ Roads leading up stream and down stream on both ends of new structure.
N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes__X__ No_____
By County __X__ Contractor_____ Location to be determined after design completed.
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes__X__ No_____
Removed by County? Yes__X__ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No__X__ Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No__X__ Size_____
Company_____

c. Storm sewer: Yes_____ No__X__ Size_____
Company_____

d. Gas mains: Yes_____ No__X__ Size_____
Company_____

e. Power lines: Yes_____ No_____ Size_____
Company_____

f. Telephone lines: Yes_____ No_____ Size_____
Company_____

g. Other Utilities: Not known at this time.

24. Does County wish provisions made for future utility attachment to structure? Yes__X__ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No__X__

26. Does County wish complete job of illumination in project? Yes_____ No__X__

27. Is project contingent upon other factors? Yes_____ No__X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ___ No ___ by Consultant
   By County? Yes ___ No ___
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __X__ No ___

3. Construction plans and specifications to be prepared:
   By State? Yes ___ No ___ by Consultant
   By County? Yes ___ No ___

4. Does County desire center line to be permanently monumented as part of project? Yes __X__ No ___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes __X__ No ___
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum_____
   Will be purchased.
2. Is any additional right-of-way needed? Yes X No_____
3. Will right-of-way be acquired by: Resolution_____ or Deed X
4. Should State prepare options? Yes X No_____ by Consultant
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No_____ by Consultant
6. Should material source site be included in right-of-way descriptions? Yes_____ No X
7. Is there any merchantable timber on right-of-way? Yes_____ No X
8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.
9. Will timber become property of contractor? Yes_____ No_____
10. Is a hearing necessary? Yes X No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
    If yes, give type and name of utility company:_____
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_____
13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)
14. Are there any irrigation facilities: Yes_____ No_____
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____
15. Are there any railroad crossings? Yes_____ No X
16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X_.
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry_____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____Range_____W.M.

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V_____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 737,000 (Str) Crushed Gravel 48,000

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes X No____
   Amount sufficient to complete project.

4. Date match money is available_____

5. Will there be any 100% County money? Yes_____ No_____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: earliest possible date.

Remarks re Section VI_____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

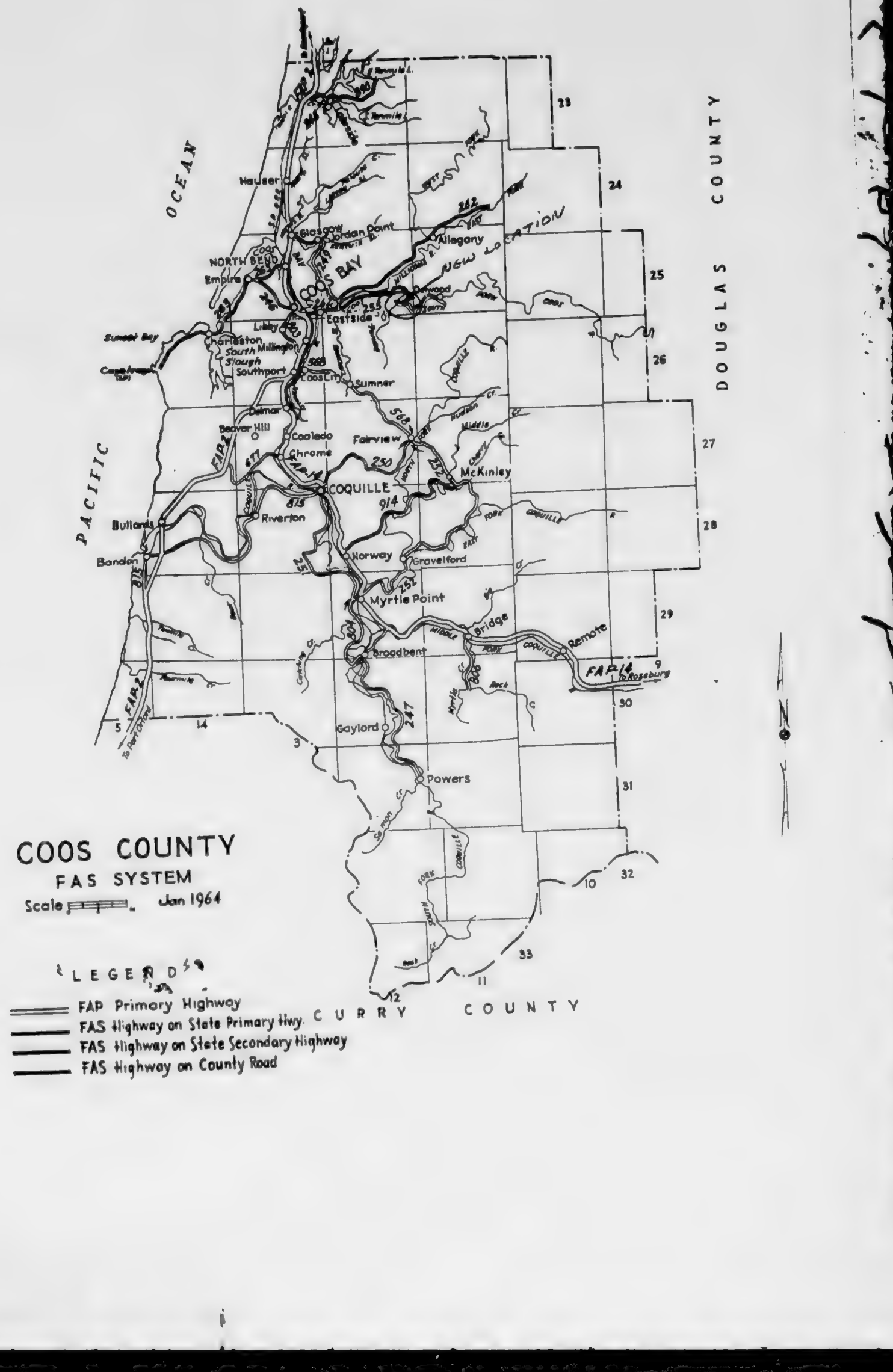
By _____
County Commissioner

By _____
County Engineer or Roadmaster

_____
O.S.H.D. Field Engineer

Date_____

County Coos
Date June 8, 1972

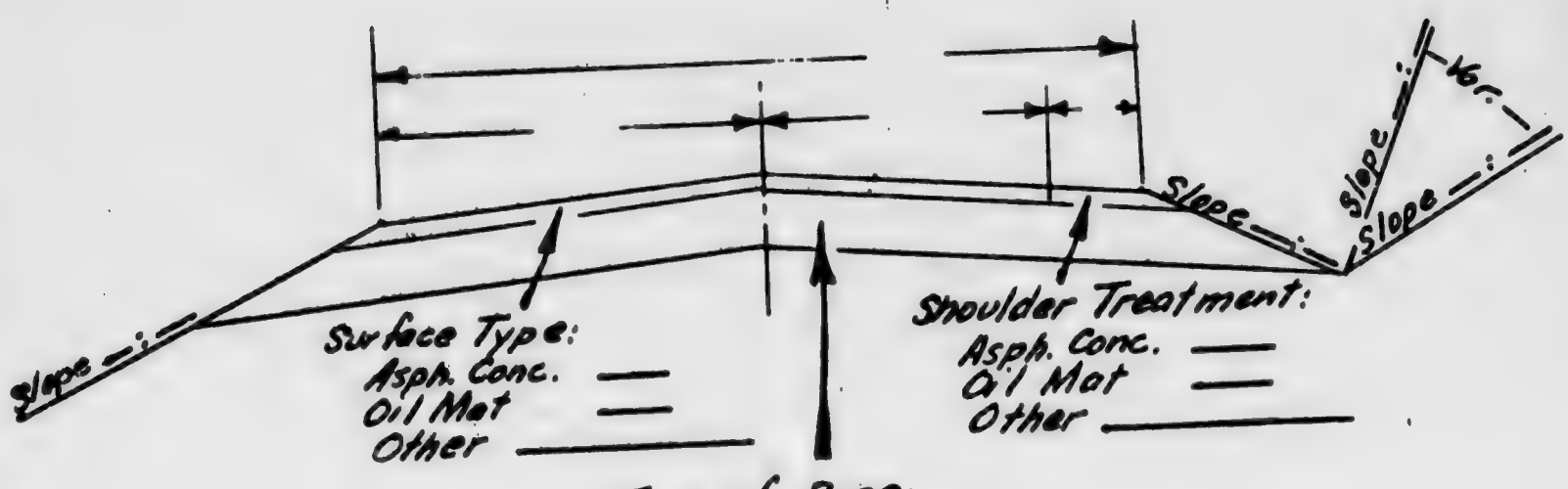


COOS COUNTY

FAS SYSTEM

Scale — Jan 1964

TYPICAL SECTION



No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Curbs
Type "C" —
Curb & Gutter —
Other —

May 24, 1972

Mr. M. R. Moffitt, Chairman
Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Dear Mr. Moffitt:

It is our understanding that you wish to apply for an FAS-C project in connection with the Landrith Bridge on Coos River Road, FAS 255. There are enclosed application forms for this purpose. Please return one completed and signed form to this office as soon as possible so that it can be processed for approval at the June 27 Highway Commission meeting.

Mr. Wally Palmateer of Oregon Bridge Engineering Company has discussed with us the matter of his consulting firm doing the engineering work on this project. He is sending you the consultant agreement this week. This agreement should also be processed as soon as possible so that approvals can be obtained from the Federal Highway Administration and Mr. Palmateer can be authorized to perform the engineering work at an early date.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:ljt
Encl.

8054 10-12-71

REFERRED TO Admin BY SECRETARY

ROAD HEARING NOTICE

Coos County will conduct a formal corridor-design public hearing on Tuesday, November 23, 1971, at 8:00 P.M. in the Coos River School preceded by an informal information hearing at 7:00 P.M. at this same date and place, for the purpose of discussing the improvement/construction of Chandler-Landrith Bridge (West Unit) section of Coos River Road. The proposed project lies near the cities of Coos Bay and Eastside, Coos County, Oregon.

The proposal consists of grading, draining, surfacing, paving and structures on Coos River Road beginning at Chandler Bridge thence easterly approximately 2.7 miles.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Coos County Commissioners, but must be received not later than 10 days after the public hearing.

10-15-71

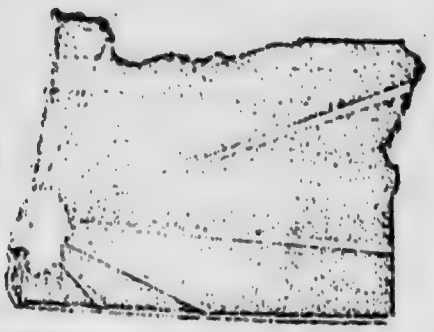
NOTED TOM EDWARDS

RECEIVED OCT 13 1971 OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED OCT 1 [illegible] STATE HIGHWAY COMMISSION

NOTED B. KLABOE

Coos County



BOARD OF COMMISSIONERS — LONNIE VAN ELSBERG FRANK L. REMA M. R. "Mickey" MOFFITT

COQUILLE, OREGON 97423

October 12, 1971

The World
P. O. Box 779
Coos Bay, Oregon 97420

Attention: Classified Ads Department

Gentlemen:

Attached is Coos County's notice to interested parties in or near the cities of Coos Bay and Eastside, Coos County, Oregon, relative to its proposal for the Chandler Bridge-Landrith Bridge (West Unit) section of Coos River Road. The proposed routing is approximately as shown shaded on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, October 15, 1971 and Tuesday, November 16, 1971. Please submit your billing in triplicate to the Coos County Board of Commissioners and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

Att: Notice & Map

Hearing Map

CHANDLER BR.-LANDRITH BR. SECT.

(WEST UNIT)

COOS RIVER ROAD

COOS COUNTY

Landrith Bridge
Coos Co.
(Co proj'ct FAS 255)

FORM S-20 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 27, 1968

NOTED
H. S. COX

SUBJECT:

To: Mr. I. D. Merchant
Bridge Engineer
S A L E M

Attention A. A. Rear

By a copy of the attached letter, I was requested by A. A. Rear, Assistant Bridge Engineer, to contact Gerald Ulett, County Engineer for Coos County, and make an inspection with him of the Landrith Bridge. I was unable to contact Mr. Ulett on the day that I was in Coos Bay so I made an inspection of the subject bridge by myself on May 23, 1968.

This structure is a single span, through truss over the South Fork of the Coos River with wooden trestle approach spans. My inspection revealed that the trestle piling on the north side of the river shows a considerable amount of rotten wood at the ground line. At Bent No. 4 and 7 (counting from the north end) I found one pile in each of these bents which was completely rotted through. One pile was even swinging free at the ground line.

The pile which I could observe in the river showed a considerable amount of deterioration at the water line. The piling above ground, caps, and stringers all appear to be in good shape. The wooden stringers on the steel span also appear to be in good shape. The steel span itself is good except where overheight loads have bent the portal sections. Vertical clearance on this structure is 13' 8".

On May 24, 1968 I contacted Mr. Ulett by telephone and advised him what my very limited inspection had revealed. I suggested that he uncover each piling at the ground line to determine how serious the deterioration is. We discussed several methods of replacing the piling. I indicated that I would be willing to accompany him on an inspection at some later date if he requested my help.

NOTED
HAROLD
REYNOLDSON

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
cc H. S. Cox ✓

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Co Project
Landrith Bridge
Coos Co

RECEIVED
MAY 3 - 1968
ENGINEER
COUNTY & CITY DIVISION

County of Coos

COOUILLE, OREGON 97423

NOTED
H. S. COX

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

May 2, 1968

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Department,
State Highway Building,
Salem, Oregon

Dear Sir:

Mr. Ed Olson, Coos Bay representative of the State Industrial Accident Commission, has reported to me that he has been directed to examine Landrith Bridge and report to his superiors. He is now aware of our plans to increase the verticle clearance, however he has expressed concern over the condition of the piling which supports the approaches to this bridge.

Can your Bridge Division inspect the piling for us? We do not believe that any replacement is indicated at this time, but inasmuch as we are being questioned by a state agency, we would like some expert advice.

Yours very truly,

Gerald M. Ulett
County Engineer

Copy to :- Ivan Merchant
5-3-68
Talked to Ivan about this letter. He will answer.

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
MAURICE HOLMES

NOTED
RICHARD UNREIN

S;

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

[redacted], Member
[redacted]

March 20, 1968

Mr. Gerald W. Ulett
Coos County Engineer
Courthouse
Coquille, Oregon

Dear Jerry:

In reply to your letter of March 18, the following has been established.

Preliminary design on Landrith Bridge has been made; it is presently being checked; and final design and estimates should be ready for you approximately March 29.

The new general road map for Coos County should be available approximately June 1. In case of emergency, it might be possible for this division to obtain a few preliminary prints for you prior to the above-mentioned date. Please advise if deemed necessary.

The Highway Department now uses the Halda Odometer. It may be obtained from: Vilen B. Haan, Inc.
1305 Santa Monica Boulevard
Los Angeles, California 90025
State cost for this machine is $58.05. This price includes a 6" cable extension. Other extras might include a drive cable for $5.40 and an addition gear for $1.50. This machine is an odometer only (no speedometer). It will both add and subtract mileage and has a device whereby the trip may be instantly reset to zero. I believe they are also lighted for night use.

I trust the above adequately answers your questions.

Very truly yours,
NOTED
H. S. COX

H. S. Cox
County and City Engineer

NOTED
P. B. Arensmeier

HSC:mm

NOTED
MAINOR C. HOLMES

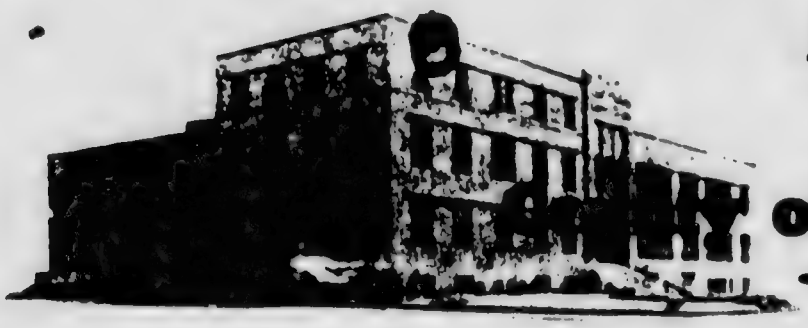
NOTED
RICHARD UNREIN

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARMET

Coos Co, G.C.



County of Coos

COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

March 18, 1968

Eng. NOTED
H. S. COX

Mr. H. S. Cox, County-City Engineer,
Oregon State Highway Department,
State Highway Building,
Salem, Oregon 97310

Dear Si:

I have three questions involving the Highway Department and which I am hopeful you will be able to answer.

Firstly, can you tell me about when I can expect to receive a redesign of the windbracing on Landrith Bridge? This bridge is being struck about once each week and we are anxious to increase the vertical clearance. *Letter yes + at next week*

Secondly, when do you expect the new general road map of Coos to be available? I am making some changes in this department which require the preparation of some special maps and hope to use the new one as a base. *June 1.*

Thirdly, from whom can I purchase odometers registering hundredths of a mile? I assume that you buy many of these.

Yours very truly,

Gerald W. Ulett
Gerald W. Ulett
County Engineer

Halda Odometer
Vilem B. Haan Inc.
1365 Santa Monica Blvd.
GWU/ed LA California
90025

 # 58.25
deliv 4 to 6 wks from
opt.
f.o.b. Los Angeles
year

RECEIVED
MAR 1 1968
OREGON
STATE HIGHWAY COMMISSION

Coos Co Rds (FAS 255)

County of Coos

COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

NOTED
H. S. COX

January 24, 1968

Mr. H. S. Cox, County City Engineer,
Oregon State Highway Bldg.,
Salem, Oregon 97302

Dear Mr. Cox:

Landrith Bridge, which is identified by your number 2513, spans the South Fork of Coos River on Landrith County Road, which you designate as Road No. 768. This road is also FAS No. 255. The drawing numbers for this bridge are Nos. 6504 through 6507 and also 6531.

Loaded log trucks frequently strike the superstructure at the north end of this bridge, even though they may be within the legal height regulation if measured on a level section. The vertical clearance is a scant 14 feet, but the top log, if it extends forward, is sometimes higher than 14 feet because of the slope on the bridge approach.

I have discussed this problem with Gene Ash, your Bridge Engineer from Coquille, and he advises me that it may be possible to redesign the superstructure to provide as much as 18 inches more vertical clearance.

By what procedure can we request engineering assistance from your department?

Be Hinsion until Dargon. County will do more.
S;

Yours very truly,

Gerald W. Ulett
County Engineer

GWU/ed

RECEIVED
JAN 25 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
HAROLD REYNOLDSON

Copy to:-
Ted Roake

NOTED
R. H. PRANGE

NOTED
MANNOR C. HOLMES

NOTED
RICHARD UNREIN

8054 S. Fk. Coos Riv.-(Landrith) 1974
Bridge E. of Eastside
(Structure) #2

C-A 5037 - 8/8/74
C-A 4599 - 11-13-72

P. Mgmt

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

Mr. Rockne Luckman
County Engineer
Coos County
Courthouse
Coquille, OR 97423

May 27, 1977

Dear Mr. Luckman:

The final accounting for preliminary engineering has been accomplished for your FAS-C Landrith Bridge Replacement Project over the South Fork of the Coquille River on FAS A432.

A refund of $1,235.18 is indicated on the attached summary. This refund will be mailed in the near future in two checks ($1,000 and $235.18).

If you have any questions, please contact this office.

Very truly yours,

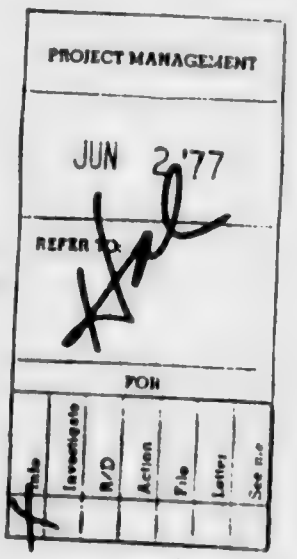
ALFRED SHIRLEY, JR.
REGIONAL ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc Program Management
Bill Brown
Eugene Ash



Glen Clark
Region 3 Federal Aid Engineer

May 26, 1977

Robert H. Prange
Local Projects Engineer

P.E. Final Billing
S. Fork Coos River (Landrith) Br.
FAS A432 (formerly FAS 255)
Coos County

Would you please forward one copy of the itemized statement of the final costs of the preliminary engineering for this project to Coos County. Also inform them that this refund will be in two checks; one for $1,000.00 and the other for $235.18.

HR:ljt
Att.

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP-0170 3-794

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

Attention of Hon. Irene Johnson, Chairman

Request No. (assigned by staff engineer or head of section) cc 1728

Date May 24, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING:

P.E. for the S. Fork Coos River (Landrith) Bridge Section
FAS A432 (formerly FAS 255)

Covered by agreement dated ~~11/21/73~~ Aug. 8, 1972

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount retained in advance deposit	$1,000.00	
		Refund due County		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 8,250.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 7,250.00

Give the number of the last previous request in connection with this same service. cc 1343

Credit distribution: 506-1985-297

Submitted by: Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved: George N. Hopkins, Loc. Gov't Engr.
Section Head or Staff Engineer

Instructions: The original and duplicate cop as shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 24, 1977

County Coos Contract No. P.E. Date Completed ---

FAS A432 (formerly FAS 2554) Section S. Fork Coos River (Landrith) Bridge

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
P.E. Charges (Federal Part.)			$29,619.25
Funds Collected from FHWA			18,855.61
			$10,763.64
Non-Participating		$1,633.00	
$\frac{10,763.64}{2}$	+ 1,633.00 =	$7,014.82	
County Advance Deposit		$8,250.00	
County Share of PE Costs		7,014.82	
Refund due County		$1,235.18	

Reference: Billing Form CC 1728

Form A-[illegible]-4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Coos County
Board of Commissioners
Courthouse
Coquille, OR 97423
Attention Irene Johnson, Chairman

This Space for Use of Accounting Division

Date May 24, 1977

Invoice No.

P. O. No.

Additional refund for Preliminary Engineering for the S. Fork Coos River (Landrith) Bridge Section, FAS A432 (formerly FAS 255).

Covered by agreement dated August 8, 1972 - $235.18

Ref. cc 1343 & cc 1728

George N. Hopkins
Local Government Programs Engineer

Rulien

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

April 12, 1977

Mr. Rockne Luckman
County Engineer
Coos County
Courthouse
Coquille, OR 97423

Dear Mr. Luckman:

This is to advise that the final accounting has been completed on your FAS-C South Fork Coos River (Landrith) Bridge project and a refund of $56,671.92 will be sent to Coos County in the very near future. A summary of the final costs are attached.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
V.E. Skoog
B.E. Brown
Eugene Ash

PROJECT MANAGEMENT UNIT

APR 14 '77

NOTED

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: April 3, 1977

County Coos — Contract No. 8054 — Date Completed 11/12/75

FAS A-432 (Formerly FAS 255) — Section S. Fork, Coos River (Landrith) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor		$1,332,845.16
Engineering		90,683.92
Total Project Cost		$1,423,529.08
Less Federal Participation		1,013,940.00
Less State Participation		141,661.00
County Share of Costs		$ 267,928.08
County Advance Deposit	$324,600.00	
County Share of Costs	267,928.08	
Refund Due County	$ 56,671.92	

Reference: Billing Form CC-1681

OREGON STATE HIGHWAY DIVISION

Form A-181—(11-71)
SP-97800-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Coos County
Courthouse
Coquille, Oregon 97423
Attention of
Hon. Irene Johnson, Chairman
Board of Commissioners

Request No. (assigned by staff engineer or head of section) CC-1681

Date April 4, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: S. Fork, Coos River (Landrith) Bridge Section
FAS A-432 (Formerly FAS 255)
Covered by Agreement dated 11/21/73

To Glen Clark 11/4/77

Itemized Statement: (Construction)

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit		
		Amount Previously Transferred	$324,600.00	
			260,600.00	
				$64,000.00
		County Share of Construction Costs		
		Amount Previously Transferred	$267,928.08	
			260,600.00	
		Refund Due County		7,328.08
				$56,671.92

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 324,600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 260,600.00

Give the number of the last previous request in connection with this same service. CC-1442

Credit distribution:
506-1024-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved:
G. N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: April 3, 1977

County Coos Contract No. 8054 Date Completed 11/12/75

FAS A-432 (Formerly FAS 255) Section S. Fork, Coos River (Landrith) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor		$1,332,845.16
Engineering		90,683.92
Total Project Cost		$1,423,529.08
Less Federal Participation		1,013,940.00
Less State Participation		141,661.00
County Share of Costs		$ 267,928.08
County Advance Deposit	$324,600.00	
County Share of Costs	267,928.08	
Refund Due County	$ 56,671.92	

Reference: Billing Form CC-1681

FORM 61.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

October 26, 1976

FILE:

FROM: Eugene H. Ash
Box 716
Coquille, Oregon

SUBJECT: Landrith Bridge
Prefix 506-1024
Contract #8054

TO: Glenn Clark
Regional Federal Aid
Roseburg, Oregon

Dear Sir:

Enclosed is a copy of the county voucher for payment attached to the bills from Oregon Bridge. for the Preliminary Engineering for the above mentioned bridge contract. Please forward these to City County to Robert Prange for processing.—Oregon Bridge stated that the total payment for the P.E. was 36,250 dollard which also is the total amount from the county records.

Hope this will satisfy everyone because Oregon Bridge has been paid and won't go to any great expense for any further documentation.

Yours truly,

Eugene H. Ash

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ ME
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

June 24, 1976

Mr. Bob Schrag, Office Manager
Coos County Highway Department
P. O. Box 66
Coquille, Oregon 97423

Dear Mr. Schrag:

We have reviewed the billing in the amount of $717.27 due for right-of-way costs in regard to the Landrith Bridge FAS-C project. Coos County received a final accounting of right-of-way expenditures by our letter of July 3, 1975; therefore, we erred in sending you this latest invoice.

Please disregard the billing and accept our appologies for any apprehension or inconvenience we might have caused.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RHP:sch

cc: Finance
Right-of-Way Section

☐ ENGR. ☐ ASST. ☒ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

for 255
Coos Co

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

COQUILLE, OREGON 97423

June 15, 1976

Oregon State Highway Division
c/o Don Harwell
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Dear Sir:

In regards to enclosed billing this bridge was accepted last fall and a portion of our $20,000.00 deposit to Si Cox for R/W purposes has been re-imbrused.

We were under the impression that all R/W's had been taken care of. Please give this billing full consideration.

Thank You.

Kindest Regards

Bob Schrag

Bob Schrag - Office Manager

Pratt
Please

BS/jc
encl.

OREGON STATE HIGHWAY DIVISION

FORM 81-796-1190

HIGHWAY DIVISION INVOICE

NO. 119795

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-4-76	CA 2318	--

C00SCTY
- Coos County
- County Courthouse
- Coquille, OR 97423
-

CREDIT DISTRIBUTION

506-2056-418-632

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Right-of-Way costs incurred by OSHD in regard to Landrith Bridge, Coos County, per Agreement dated July 12, 1974, section 7a (page 4).			
Salaries and Wages		612.92	
Per Diem		30.25	
Equipment Rental		74.10	
Amount Due			717.27

RECEIVED
JUN 14 1976
COOS COUNTY HIGHWAY DEPARTMENT
COQUILLE, OREGON

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ LE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Coos Co

Robert W. Straub

July 3, 1975

Mr. L. L. Buoy
Coos County Roadmaster
Coquille, Oregon 97423

RE: Right-of-Way
S. Coos River (Landrith) Bridge
FAS 255
Coos County

Dear Mr. Buoy:

This is in reply to your letter of June 19 requesting an explanation of our expenditures for the right-of-way for this bridge project.

Net cost of land purchases		$3,125.00
Severance damages		3,135.00
Appraisals, taxes, etc.		1,870.44
Title costs		104.32
Negotiations		456.07
Total expenditures		$8,690.83
County's advance deposit	$20,000.00	
Amount returned to County (ck. #001241)	500.00	
Remaining	$19,500.00	
Less amount expended for right-of-way	8,690.83	
Amount yet due county	$10,809.17	

Since this later amount of $10,809.17 was transferred in Highway funds and not left in our advance deposit, you will receive this $10,809.17 by a seperate check.

Very truly yours,

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:geh

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

930 Ego Rental — 5.30
Payroll adjustment — - 3.77 cr
Payroll — 246.79
Payroll — 1.50

Date July 3, 1975

Invoice No.

P. O. No.

OREGON STATE HIGHWAY DEPARTMENT

by

Coos County Road Department

Courthouse

Coquille, Oregon 97423

Attention Mr. L. L. Buoy - Roadmaster

To refund overpayment made by Coos County Road Department for the acquisition of right-of-way for the Landrith Bridge on the S. Coos River Road FAS 255 covered by letter form agreement dated May 6, 1974.

Amount previously transferred on CC 1438 and CC 1455 from the advance deposit	$19,500.00
Less County share of right-of-way costs	8,690.83
Return of overpayment to be made by this Invoice	10,809.17

Reference billing CC 1487

Approved by D. V. Heyerdahl

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 3, 1975

County Coos Contract No. ____ Date Completed _____

FAS .255 Section S. Coos River Road-Landrith Br. right-of-way projec

PAYMENTS TO CONTRACTOR

Item	Total Cost
Transferred from the county's advance deposit	$19,500.00
State charges for acquisition of right-of-way	8,690.83
To be refunded to County	$10,809.17

CC 1438
CC 1455
Reference: Billing Form CC 1487

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: May 28, 1976

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Audit Report
Oregon Bridge Engineering Co.
Landrith Bridge (Coos County)

RECEIVED
COUNTY & CITY SECTION
JUN 3 -1976
☐ ENGR. ☐ GGOR. ☑ OE ☐ AE ☐ UE
☐ OPE ☐ CE ☒ RE ☒ RPE ☐

DEFINITION STATEMENT

The Oregon State Highway Division and Coos County entered into an Agreement dated 11/21/73 to construct a bridge over S. Coos River on FAS route #255. County was to provide preliminary and construction engineering for the project. By a separate Agreement County employed Oregon Bridge Engineering Co. (OBEC) as its agent for this engineering.

My prior audit report dated 10/27/75 outlines the need for a partial audit to cover the period 9/1/74 - 8/31/75.

OBEC submitted a final billing on this project, received 3/19/76, and we arranged to audit the final 5 months' costs.

ANALYSIS

I met with OBEC personnel (Palmeteer and Botko) at their Springfield office on May 25, 1976. This audit was one of a series which I have conducted there during the past several years. The Audit Program, prior audit report and my survey file on OBEC all serve to outline the pre-audit steps taken as well as the documentation examined. The consultant has made no significant changes in records or procedures from those previously accepted.

There were no exceptions or errors in the direct charges billed. Only the indirect costs, "overhead", required adjustment from the provisional rate established in 1971 to the actual rate based upon the latest CPA computation. My attempt to make such an adjustment following the prior audit for the period then ending was not completed. The claim for additional costs for OBEC was lost in transit and has been voided. The present adjustment, therefore, covers the entire project period.

When incurred	Labor	O/H Rate	Overhead
9/1/74-5/31/75	$23,042.52	@85.83%	$19,782.00
6/1/75-2/21/76	7,765.66	87.91	6,826.79
Actual Costs			$26,608.79
Provisional billed	$30,808.18	75.15%	23,152.34
Additional costs not billed & eligible			$ 3,456.45

CONCLUSION

I recommend payment of final billing to OBEC as follows:

Invoice #2937	$ 111.26
Audit Adjustment	3,456.45
Total to pay	$3,567.71

Total project costs incurred by OBEC, $75,169.33, are eligible for claim from FHWA and reimbursement under FA# RS-596(2).

APPROVED
V. E. Skoog
V. E. SKOOG, Comptroller
Oregon State Highway Division

DJ/jm

cc: County-City ✓ HAROLD
R.J. Hacek

#8054

ROBERT W. STRAUB
GOVERNOR

P. S. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

February 23, 1976

First National Bank of Oregon
Eugene Main Branch
PO Box 10566
Eugene, OR 97401

Attention: R. C. Ross

Re: Hamilton Construction Co.
Contract 8054

Our Contract #8054 with Hamilton Construction Company has been finaled, therefore, TCD #276319, $70,000, deposited in lieu of retainage, can be released to the contractor. Collateral receipt 90144, covering the TCD, is enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Hamilton Construction Co.

bc: E. W. Head
R. Church
J. Bond
C. Barrett
File Copy

NOTED
C. W. HEAD

Form 01-734-3122

8054

February 6, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 30, 1976, we wrote to you concerning release of final payment on Contract No. 8054 awarded to Hamilton Construction Company for work on the S. Fork Coos River (Landrith) Bridge Section of FAS 255 in Coos County.

The total amount of the contract is $1,332,845.16 including $1,927.23 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8054

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

February 3, 1976

First National Bank of Oregon
Eugene Main Branch
PO Box 10566
Eugene, OR 97401

Attention: R. C. Ross

Re: Hamilton Construction
Contract 8054

We received your collateral receipt # 90144 covering TCD 276319, $70,000, to be used as a deposit in lieu of retainage on our contract 8054 with Hamilton Construction Co. Enclosed please find collateral receipt # 66005 for matured certificate 256727. There is no change in the amount deposited in lieu of retainage on this contract.

In the future, please send all collateral receipts and related correspondence directly to Oregon State Highway Division, Accounting Section, Highway Building, Salem, Oregon, 97310, rather than to the State Treasurer.

Vernon E.
Contro[illegible]

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Hamilton Construction Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 61-254-3122

COLLATERAL RECEIPT: NON NEGOTIABLE

No 90144

DEPOSITED BY HAMILTON CONSTRUCTION January 21 19 76

Collateral Pledged for State of Oregon

THE FOLLOWING DESCRIBED SECURITIES WITH UNMATURED COUPONS ATTACHED, EXCEPT AS NOTED

DESCRIPTION OF ISSUE	LINE	BOND OR CERTIFICATE NUMBERS	SHARES OR PAR VALUE DEPOSITED
First National Bank of Oregon, Eugene Main Branch	1	276319	
Time Certificate of Deposit, dated January 23, 1976	2		
for $70,000.00 @ 5% to mature February 23, 1976 in	3		
the name of Hamilton Construction Company.	4		
	5		
	6		
	7		
	8		

INSTRUCTIONS FOR RETURN OF COLLATERAL AND DISPOSITION OF COUPONS

Eugene Main BRANCH (No. 017)
FIRST NATIONAL BANK OF OREGON

BY [signature]

BY [signature]

N-170 2-1-64 ORIGINAL

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 27, 1976

FILE:

FROM: C. T. Keasey
Construction Engineer
R. D. Church for

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8054, Work Completed November 12, 1975

Project S. Fk. Coos River (Landrith) Bridge

Highway FAS 255, County Coos

Type of Work Structure

Contractor Hamilton Construction Company

Recommended Acceptance Date January 30, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:re

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
FOR

APPROVED
R. D. Klaboe for
STATE HIGHWAY ENGINEER
DATE: 1-29-76

Letter
Written
1-30-76

1054

FORM 01.726.0004

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Fk. Coos River (Landrith) Bridge		WEEK ENDING: January 3, 1976
		SECTION PREFIX: 506-1024
HIGHWAY: FAS 255		COUNTY: Coos
NAME OF JOB: Landrith Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8054	FEDERAL AID PROJECT NUMBER: RS-576(2)
DATE OF CONTRACT: August 23, 1974	DATE WORK STARTED: September 16, 1974	ESTIMATED COMPLETION DATE: November 21, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 500	WORK DAYS USED / CALENDAR DAYS USED: 435
PROJECT AUTHORIZATION: $1,507,123.95	SPECIFIED COMPLETION DATE: January 27, 1976	PERCENT OF TIME ELAPSED: 87%
EXCLUSIVE OF ENGINEERING: $1,332,932.40	ENGINEERING AUTHORIZATION: $107,194.59	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,332,974.44	ENGINEERING COST TO DATE: $78,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.6%
ESTIMATED PERCENT: XXXXX UNDERRUN ____%	PERCENT OF AUTHORIZATION: 73.4%	DATE PROJECT WAS COMPLETED: November 21, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2513A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

REN GIFFORD

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JAN 9 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

NOTE: 1/2" diameter rods for changing navigation light bulbs were repaired during the week ending January 3, 1976. This completes all work on the structure

SIGNED Jerry E. Bishop LOCATION Springfield, Ore.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8054

HIGHWAY BUILDING

October 29, 1975

First National Bank of Oregon
PO Box 10566
Eugene, OR 97401

Attn: R. C. Ross

We received your collateral receipt # 66005, for TCD 256727, $70,000, to be used as a deposit in lieu of retainage on our contract 8054 with Hamilton Construction Co. Funds from this certificate should be disbursed to the contractor only with written notification from the Oregon State Highway Division.

The State Treasurer is returning safekeeping receipts 24481 and 24720, for $35,000 each, as directed in your letter of October 24, 1975. There is no change in the amount on deposit in lieu of retainage on this contract.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Hamilton Const. Co.

Jan 255
Coos Co

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

October 28, 1975

Coos County Highway Dept.
Attn: L. L. Buoy, Roadmaster
PO Box 68
Coquille, OR 97423

Re: Oregon Bridge Engineering Co.
Landrith Bridge, S. Coos River Rd.

As indicated in our letter dated October 16, 1975, we enclose our warrant for $54,645.16 to reimburse you the amount paid to Oregon Bridge Engineering Co on the referenced project for the period September 1, 1974 - August 31, 1975.

Our audit verified the costs billed and determined that there were additional costs incurred as outlined on the enclosed Oregon State Highway Division invoice. OBEC billed their indirect or overhead costs at a provisional rate of 75.15% determined in 1971. Actual costs incurred in 1974-75 were $2,637.37 greater, using the up-dated percentage rates for that period.

Please indicate your approval of the additional costs and forward the invoice to our Resident Engineer, Eugene Ash, who will also approve it and send it to us for payment directly to OBEC. This will be the normal routing for subsequent bills from OBEC on this project.

Dettmar W. Jones
Staff Auditor

DWJ:pl
Enclosure
cc: Eugene Ash
Harold Reynoldson

Form 81-734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

Coos County
FAS 255

TO: Vernon E. Skoog
Controller

DATE: October 27, 1975

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Audit Report
Oregon Bridge Engineering
Landrith Bridge (Coos County)

RECEIVED
COUNTY & CITY SECTION
OCT 29 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Definition Statement

The Oregon State Highway Division and Coos County entered into an agreement dated November 21, 1973, to construct a bridge over the S. Coos River on S. Coos River Road, FAS 255. The County agreed to provide preliminary and construction engineering for the project. By a separate agreement, County employed Oregon Bridge Engineering Company, Springfield, OR (OBEC) as its agent to do the engineering.

OBEC submitted ten progress billings to County for $54,645.16, which County was expected to approve and forward to OSHD for payment. Due to misunderstanding, County paid the bills directly, thus bypassing OSHD.

By letter dated September 30, 1975, County requested reimbursement from OSHD, and submitted therewith the original OBEC bills and copies of county warrants as evidence of payment. Although the project was not yet completed, we felt that costs to date should be audited before we paid County.

Analysis

My pre-audit investigation included the cost proposal comprising part of the Coos County-OBEC agreement, an analysis of the ten progress billings from OBEC which County paid, and a review with City-County Section of the basic agreement between OSHD and Coos County.

On October 21, 1975, I met with OBEC personnel in their Springfield office. Two previous audits of otherprojects had established the adequacy of the job costing procedures, the documentation supporting costs and the determination of overhead costs.

I verified about 70% of costs billed and found no exceptions. OBEC had made no significant change in procedures. Only the overhead rate used on the project required adjustment. The cost proposal was based upon the 1971 Overhead Cost Schedule, and OBEC billings were computed on that provisional rate of 75-15%. Actual costs were as follows:

Period	Direct Labor		Overhead Cost
9-1-74 - 5-31-75	$23,042.52	@.8585	$19,782.00
6-1-75 - 8-31-75	$ 1,346.65	@.8791	1,183.84
	Actual O/H Cost		$20,965.84
	Provisional O/H Billed		18,328.47
	Additional Cost Not Billed		$ 2,637.37

81-123-1307

Conclusion

Despite the fact that the project is not completed, I recommend payment to Coos County of the $54,645.16 which they have paid to OBEC.

I recommend further that we reimburse OBEC directly for the $2,637.37 additional cost not billed to County.

Subsequent billings from OBEC should be paid directly by OSHD following the usual Resident Engineer's and County approval and desk audit. The final site audit need cover only those costs billed after September 1, 1975.

DWJ:njc

cc: Harold Rynoldson
R. J. Hacek

RECEIVED
COUNTY & CITY SECTION
OCT 28 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Fnl 355
Coos

OREGON STATE HIGHWAY DIVISION

October 16, 1975

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Coos County Highway Dept.
PO Box 65
Coquille, OR 97423

Attention: L. L. Buoy, Roadmaster

Re: Oregon Bridge Engineering Co.
Landrith Bridge

We have received, through our Resident Engineer in Coquille Eugene Ash, your letter dated September 30, 1975, to our Roseburg office, and the attached bills from OBEC with evidence of payment by county.

Be assured that OSHD will reimburse you for these payments. First, however, we must audit the costs. I have an appointment with OBEC to do this on October 21 and our check should follow soon after the audit is completed. May we assume that the payee should read "Coos County Road Department", or do you require some special designation so that you can re-budget? OBEC need not refund your payments to them.

Please merely indicate your approval on subsequent OBEC bills and forward them to Mr. Ash who, in turn, will send them to Salem for direct reimbursement to OBEC.

D W Jones

Dettmar W. Jones
Staff Auditor

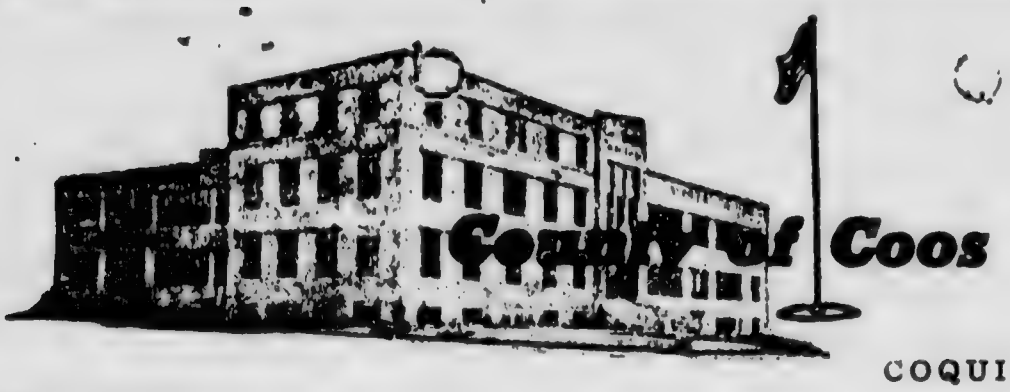
DWJ:njc

cc: Eugene Ash
Harold Reynoldson

RECEIVED
COUNTY & CITY SECTION
OCT 17 1975
ENGR. BUSN. UC AE UE
UPE CE RE RPE

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Jas 255
Coos Co



COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

September 30, 1975

Glen Clark
Regional Director
State Highway Division
Roseburg, Oregon 97470

Dear Mr. Clark:

On September 25, 1975 I spoke to Mr. Harold Reynoldson of the County-City Office in Salem concerning a problem we have with regard to payments having already been made by Coos County to Oregon Bridge Engineering for the engineering work on the new Anson Rogers Bridge replacing the old Landrith Bridge on Coos River.

It seems our bookkeeping department has been receiving and paying said engineering statements when, in fact, we should have merely been reviewing them and forwarding them on to you for payment via state funds set aside for this project.

You have by authority of this letter power of attorney for Coos County to complete the necessary transactions to straighten this matter out.

It is my understanding that it will be necessary for Oregon Bridges Engineering to refund those payments made by Coos County before the designated state funds can be released to them.

Enclosed please find copies of all of the statements paid by Coos County to date out of our contracted services budget line item.

If we can be of any further assistance in this matter do not hesitate to contact this office.

Sincerely,

L.L. BUOY
Coos County Roadmaster

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LLB/bk
cc: Harold Reynoldson

for 255
Coos Co

Robert W. Straub

July 3, 1975

Mr. L. L. Buoy
Coos County Roadmaster
Coquille, Oregon 97423

RE: Right-of-Way
S. Coos River (Landrith) Bridge
FAS 255
Coos County

Dear Mr. Buoy:

This is in reply to your letter of June 9 requesting an explanation of our expenditures for the right-of-way for this bridge project.

Net cost of land purchases		$3,125.00
Severance damages		3,135.00
Appraisals, taxes, etc.		1,870.44
Title costs		104.32
Negotiations		456.07
Total expenditures		$8,690.83
County's advance deposit	$20,000.00	
Amount returned to County (ck. #00[illegible]41)	500.00	
Remaining	$19,500.00	
Less amount expended for right-of-way	8,690.83	
Amount yet due county	$10,809.17	

Since this later amount of $10,809.17 was transferred in Highway funds and not left in our advance deposit, you will receive this $10,809.17 by a seperate check.

Very truly yours,

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:geh

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

by

Coos County Road Department

Courthouse

Coquille, Oregon 97423

Date July 3, 1975

Invoice No. _____

P. O. No. _____

Attention Mr. L. L. Buoy - Roadmaster

To refund overpayment made by Coos County Road Department for the acquisition of right-of-way for the Landrith Bridge on the S. Coos River Road FAS 255 covered by letter form agreement dated May 6, 1974.

Amount previously transferred on CC 1438 and CC 1455 from the advance deposit	$19,500.00
Less County share of right-of-way costs	8,690.83
Return of overpayment to be made by this Invoice	10,809.17

Reference billing CC 1487

Approved by D. V. Hazeltine

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 3, 1975

County Coos Contract No. ____ Date Completed ____

FAS 255 Section S. Coos River Road-Landrith Br. right-of-way projec

PAYMENTS TO CONTRACTOR

Item	Total Cost
Transferred from the county's advance deposit	$19,500.00
State charges for acquisition of right-of-way	8,690.83
To be refunded to County	$10,809.17

CC 1438
CC 1455
Reference: Billing Form CC 1487

ECTION

506	2056	401	00		3,125.00	3,125.00 X
506	2056	405	00		3,135.00	3,135.00 X
506	2056	407	00		1,145.82	1,870.44 X
506	2056	412	00		104.00	104.00 X

930 Egs Rental
Payroll adjustment
Payroll
Payroll

5.30
— 9.77 cr.
246.79
1.30

T SUMMARY

MAY 1975 PAGE 692

DEPARTMENT	FREFIX		FUNCTION		GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
	506	2056	413	00						
	506	2056	414	00						
	506	2056	930	00				207.00		207.00 X
			** JOB TOTALS **				**	19,500.00CR		19,250.93CR
							**	11,782.86CR	**	-10,809.17CR **
	601	2026	407	00				81.53		89.94
			** JOB TOTALS **				**	81.53	**	89.94 **
	610	2027	407	00		338.43		338.43		338.43
	610	2027	412	00				100.00		100.00
			** JOB TOTALS **			338.43	**	438.43	**	438.43 **
	610	2031	407	00		65.65		65.65		65.65
	610	2031	412	00		117.00		117.00		117.00
			** JOB TOTALS **			182.65	**	182.65	**	182.65 **
	615	2037	411	00				228.20		939.93
	615	2037	414	00				4.20		4.20
	615	2037	426	00		1.20		1.20		1.20
	615	2037	427	00						500.00
			** JOB TOTALS **			1.20	**	233.60	**	1,505.33 **
	803	2040	407	00	S					1,464.87
	803	2040	412	00	S					1.75
	803	2040	414	00	S					32.23
			** JOB TOTALS **				**		**	1,498.85 **

Jan 255
Coos Co

COQUILLE, OREGON 97423

COOS COUNTY
PURCHASING DEPARTMENT
P. O. Box 66

June 19, 1975

Landrith Bridge
R/W

Bob Prange
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Prange:

We are as of this date in receipt of Ck. #1241 in the amount of $500.00 and an accompanying attachment, copies of which are enclosed.

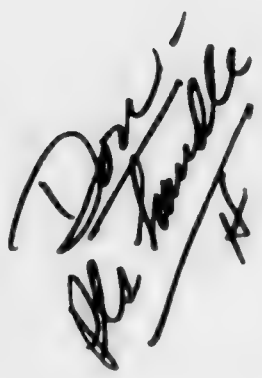
In June of 1974 Coos County issued to you a check in the amount of $20,000.00 to cover the anticipated right-of-way costs, as requested in a letter to our office of June 12, 1974.

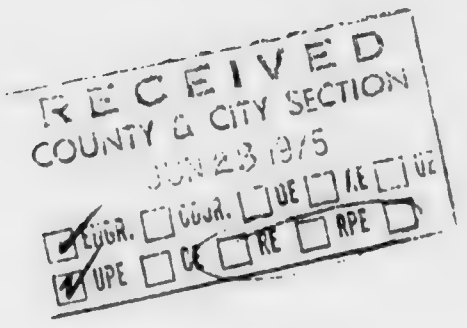
We would most appreciate it if you would send us a written explanation of the expenditure of that $20,000.00.

Sincerely,

L.L. BUOY
Coos County Roadmaster

LLB/bk
encl.





OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING - SALEM, OREGON - 97310

L

ADVANCE DEPOSITS FUND

TO THE STATE TREASURER SALEM, OREGON

96-10
1232

71002210	DATE	CHECK NO.	PAY EXACTLY	$
73401	06/10/75	001241	******500 DOLLARS AND 00 CENTS	$500.00

TO THE ORDER OF COOS COUNTY ROAD DEPT

OREGON STATE HIGHWAY DIVISION

⑈71002210⑈ ⑆1232⑈0010⑆ 73401⑈

Attached check number 1241 in the amount of 500.00 drawn in your favor represents a refund of your performance bond deposit under file number CC 1487.

R/W Parcel [illegible] Lakeside City)
7AS

FAS 255
Coos Co.

OREGON STATE HIGHWAY DIVISION

Form A-181—(7-68)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Coos County
Board of Commissioners
Courthouse
Coquelle, Oregon 97423

Attention of Mr. L. L. Buoy, Roadmaster

Request No. (assigned by staff engineer or head of division) CC 1487

Date June 9, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Right of Way purchase for Landrith Bridge on South Coos River Road
FAS 255
Covered by letter form agreement dated May 6, 1974

RECEIVED
COUNTY & CITY SECTION
JUN 9 1975
☐ HNGR. ☐ SOGR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE

Advance Deposit $20,000.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount previoulsy transferred by CC 1438 and CC 1455		$19,500.00
		TO BE REFUNDED TO COUNTY		$ 500.00
		(Please send itemized statement with Remittance ~~final billing~~)		

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $20,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $18,000.00 $ 1,500.00

Give the number of the last previous request in connection with this same service. CC 1438 CC 1455

Credit distribution:

506-2056-930

Submitted by:

Harold Reynoldson, Rural Program Eng.

Approved:

Robert H. Prange, Rural Engineering Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 9, 1975

County Coos Contract No. ____ Date Completed _____

FAS 255 Section S. Coos River Road - Landrith Bridge - Right of Way

PAYMENTS TO CONTRACTOR

Item	Total Cost
Transferred from the County's advance deposit	$19,500.00
State charges for acquisition of Right of Way	10,809.17
TO BE REFUNDED TO COUNTY	$ 8,690.83

Reference: Billing Form CC 1438
CC 1455
CC 1487

Form Acgt-251-4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Coos County Rd. Dept.
Board of Commissioners
Courthouse
Coquille, Oregon 97423

This Space for Use of Accounting Division

Date June 9, 1975

Invoice No.

P.O. No.

Attention Mr. L. L. Buzy, Roadmaster

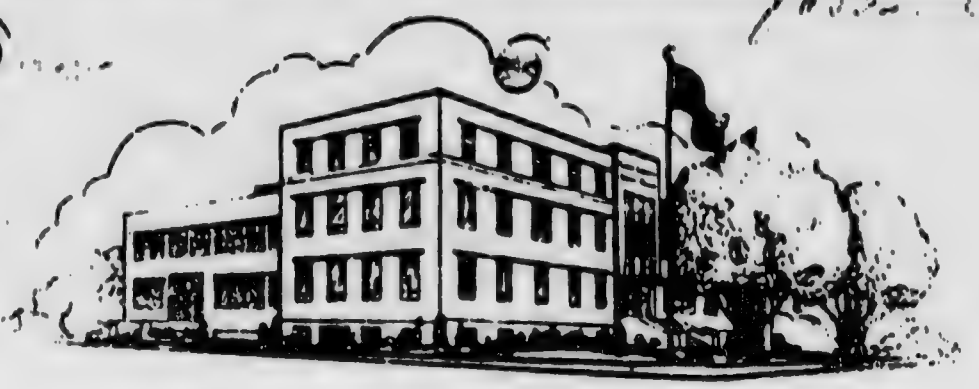
To refund overpayment made by Coos County Road Department for the acquisition of Right of Way for the Landrith Bridge on the S. Coos River Road, FAS 255. Covered by letter form agreement dated May 6, 1974.

Amount previously transferred on CC 1438 and CC 1455 from the advance deposit	$19,300.00
Total county share of Right of Way costs	10,809.17
OVERPAYMENT TO BE MADE BY THIS INVOICE.	$ 8,490.83

Reference Billing CC 1467

Approved By: Robert H. Hunyo

County of



BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison

May 6, 1974

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Si,

Please be advised that it is the desire of the Coos County Board of Commissioners to have the Oregon State Highway Division, Right of Way Section, acquire any necessary rights of way needed for the South Coos River (Landrith) Bridge Section of Coos River Road, FAS 225.

It is understood that the necessary rights of way will be acquired in the name of Coos County and that all costs incurred will be paid by Coos County. The costs shall include land and any other necessary expenses in the rights of way transactions and wages and expenses incurred by State Highway Division personnel in their acquisition.

This letter will also authorize the Oregon Department of Transportation to complete any necessary work necessary for the preparation of legal descriptions for the acquisition of rights of way.

Sincerely,

BOARD OF COMMISSIONERS

M.R. "Mickey" Moffitt
Chairman

Woody Robison
Commissioner

Lonnie Van Elsberg
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☑ ENGR. ☑ CONSTR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CC ☒ RE ☒ PPE ☐

Copies To: R/W
Region III
Finance

pb

8054

STATE OF OREGON
HIGHWAY DIVISION

INTER-OFFICE MEMO

CON J

TO: C. W. Head ✓ J. Gallagher
John Bond C. Barrett

DATE: Feb. 24, 1975

FROM: R. J. Hacek RJH
Accounting Systems Officer

SUBJECT: Hamilton Construction Co.
Contract 8054

Treasurer's Receipt #1521 (Safekeeping Receipt #22830 - $70,000.00) has been received as evidence of a deposit to be used in lieu of retainage on contract 8054.

A copy of the receipt and letter will be filed in the contract file, in the Commission and Staff Services office.

CRP:pl

RECEIVED
FEB 21 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

81-188-1307

RECEIVED
FEB 21 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1521

SAFEKEEPING RECEIPT

Date February 20, 1975

Received for Account of Hamilton Construction Co.

Address P. O. Box 658
Springfield, Oregon 97477

DESCRIPTION	NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
	S. Receipt						
U.S. Treasury Bills	22830	1	70,000.00				70,000.00
Eugene Main, 1st National Bk. of Oregon, Eugene, Oregon							
Dated 2/12/75 - Due 7/24/75							
							70,000.00

Purpose of Deposit In lieu of retainage on State Highway Dept. Contract #8054

Authority ORS 297.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 20, 1975

Hamilton Construction Co.
P. O. Box 658
Springfield, Oregon 97477

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt No. 1521, dated February 20, 1975, in the amount of $70,000.00 covering U.S. Treasury Bills, Safekeeping Receipt No. 22830 issued by Eugene Main Branch of 1st National Bank of Oregon, Eugene, Oregon.

We have credited your State Highway contract number 8054.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By:

Merle Crowe, Cashier

MC:er
Enclosure

cc: Oregon State Highway Divsn. attn: Dick Hacek

RECEIVED
FEB 21 1975
Contract Acctg.

COPY

D

C

255
Coos

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-68)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423
Attention of Mr. L. L. Bray, Roadmaster

Request No. (assigned by staff engineer or head of division) CO-1455
Date November 13, 1974
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Spec CC 143.)

Costs for purchasing of right-of-way for Landrith Bridge on FAS 255.

Advance Deposit $2,000.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount to be transferred		1,500.00
		To be retained		$ 500.00

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $2,000.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 506-2056-930

Submitted by: Harold Reynoldson

Approved: Division Engineer

Approved: Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Form B-600 (Rev. 11-70)

8054

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Fk. Coos River (Landrith) Bridge Date October 8, 1974 19

Highway FAS 255 Contract No. 8054

County Coos Prefix ~~506-1024~~ 506-1024

Contractor Hamilton Construction Company F. A. Project No. R.S.-596(2)

Address P.O. Box 658, Springfield, Oregon 97477 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse the contractor as provided by contract E.E.O. Special Provisions titled "On-The-Job Training".

Location by station numbers:

Estimate of quantities and cost:

2 Trainees - 2,000 hours at $0.80 an hour = $1,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number of trainees for which the contractor will recieve reimbursement under this order is 2. The maximum reimbursement allowed on this contract for each trainee is limited to $800.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,507,423.95
Present estimate of project cost, including $1,600.00 for work under this order	$1,507,423.95
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: J.E. Bishop, Oregon Bridge Engr. Co.
Contractor's Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved
Construction Engineer.

AD

8054

STATE COPY

Form Approved; O.M.B. No. 04-R2069

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
9-31	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY: Coos
PROJECT REPORT NO.: 3	9-12-74	PROJECT NO.: RS-596(2)

The State, through its Highway Deparment, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 6.3 mi. E. of Eastside.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-74	0.189
OTHER (Specify)		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,507,423	$ 1,013,940

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Date executed by Division Engineer SEP 12 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affir.. tive action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the con..actor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

Oregon State Highway Division

Federal-aid Project
No. RS-596(2)

S. FK. COOS RIVER (LANDRITH) BRIDGE SECTION

FAS ROUTE 255 IN COOS COUNTY

Salem, Oregon, September 6, 1974

Project Agreement Estimate.

Type Code X041
Landrith Bridge No. 2513A (Sta. 525+14 to Sta. 535+14)

Mobilization	All Required		$ 120,000.00
Shoring, Cribbing, etc.	All Required		80,000.00
Structure Excavation	600 cu.yds.	18.00	10,800.00
Structure Excavation Below Elevation Shown	60 cu.yds.	30.00	1,800.00
Special Footing Backfill	100 cu.yds.	16.00	1,600.00
Furnish Pile Driving Equipment	All Required		35,000.00
Furnish HP 12x53 Steel Piling	8,484 lin.ft.	11.00	93,324.00
Drive Steel Piles	8,484 lin.ft.	0.10	848.40
Structural Concrete, Class 3300 (1,000 cu.yds.)	All Required		120,000.00
Structural Concrete, Class 4000 (900 cu.yds.)	All Required		100,000.00
Composite Expansion Joints, Type 200A	38 lin.ft.	55.00	2,090.00
Composite Expansion Joints, Type 400A	38 lin.ft.	140.00	5,320.00
85'/90' Bulb Tee Prestressed Beams	5 only	8,500.00	42,500.00
115'/120' Bulb Tee Prestressed Beams	30 only	9,000.00	270,000.00
Reinforcement (402,000 lbs.)	All Required		160,000.00
Structural Steel (282,000 lbs.)	All Required		234,000.00
Bearing Devices, Pier 1	5 only	600.00	3,000.00
Bearing Devices, Pier 2	5 only	750.00	3,750.00
Two Tube Aluminum Railing	2,052 lin.ft.	20.00	41,040.00
12-inch Half-Circle Culvert Pipe	50 lin.ft.	6.00	300.00
8-inch Culvert Pipe	30 lin.ft.	7.00	210.00
Splash Basin	1 only	150.00	150.00
Navigation Lighting Installation	All Required		7,500.00
			$1,333,232.40

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
On-th-Job Trainees (2 @ $800)	All Required	1,600.00
Protect Piens Log Rafts	All Required	5,000.00
		$ 6,700.00
	Subtotal	$1,339,932.40
	Engineering	167,490.60
		$1,507,423.00

Length of Structure - - - 0.189 miles

SUMMARY OF FUNDS

Federal Funds	$1,013,940.00
State Funds	141,412.00
County Funds	352,071.00
	$1,507,423.00

Group 1 - 100%

Contract No. 8054

Prefix: 506-1024

FAS 255
Coos

September 5, 1974

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Re: S. Fork Coos River (Landrith) Bridge
FAS 255
Coos County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $324,600 for the subject project.

A copy of the construction plans and contract (#8054) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

cc: Oregon Bridge Engineering Co., w/att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

8054

August 26, 1974

Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for the S. Fork Coos River (Landrith) Bridge Section of FAS 255 in Coos County for the sum of $1,333,232.40. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as Coos County has approved the project and deposited $351,800.

Those conditions were fulfilled and the Administrator of Highways on August 23, 1974, awarded you the project, which has been assigned Contract No. 8054.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

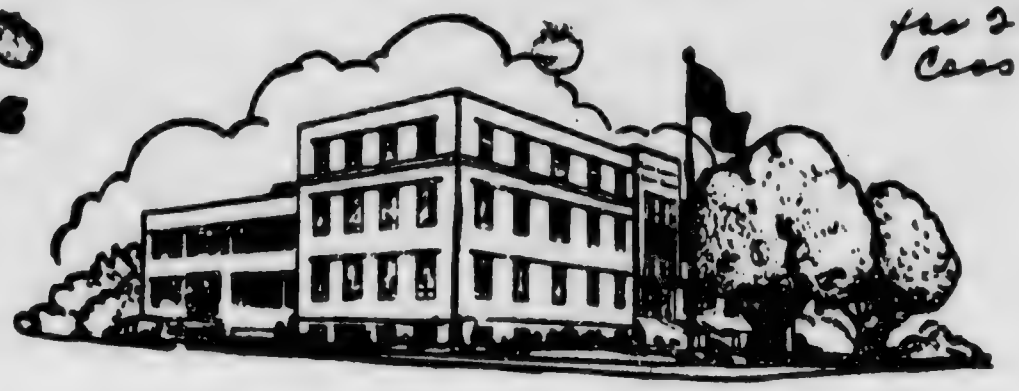
bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Region Engineer - A. Shirley
Oregon Bridge Engineering, Springfield
Wm. Geibel (SAIF)

for 255 Coos

County of Coos

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



August 21, 1974

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox,

Per your request of August 16th, enclosed you will find the completed encumbrance form, the completed right-of-way certificate and a check in the amount of $324,600.00 for advance deposit on Landrith Bridge.

Sincerely,

BOARD OF COMMISSIONERS

Pam Burke

Pam Burke, Secretary

pb

enc: 3

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # B-5230 $324,600.00
By C.E. Lindland
For Landrith Bridge
FAS 255, Coos Co

Copy ○ . John Oaks
Buzz Swan
C. G. Swanson
Alfred Shirley

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-21-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 255

Project Name
S. Coos River (Landrith) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ We have complied with all provisions of Public Law 93-87 (1973) and the regulations issued pursuant thereto.

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon,

this 21st day of August, 1974.

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☒ UPE ☐

Coos County

Chairman

Commissioner

Commissioner

7/31/73

Fas, Coos
(Fas 255)

8-21-74

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Coos County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $462,356.00. This is the estimated additional fund needed by Coos County for the S. Coos River (Landrith) Bridge Section on S. Coos River Road County Road, FAS 255. Since Coos County's annual Federal allocation is approximately $115,589.00, this represents all or a portion of its funds for the fiscal years 1976 through 1979, and these funds will be replaced by the allocations to the County for these same fiscal years, and subsequent years if necessary.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Coos County Court/Board of Commissioners at Coquille, Oregon, on August 21, 1974.

Coos County, by and through its ~~County Court~~/Board of Commissioners

By W. R. Mickey Moffitt
~~Judge~~/Chairman

By Woodrow Robison
Commissioner

By Josie Van Ellen
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
ENGR. COOR. DE AE DE
DPE CE RE DPE

August 16, 1974

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Gentlemen:

On August 15, 1974, a satisfactory bid was received from the Hamilton Construction Company, Springfield, Oregon 97477, for the S. Coos River (Landrith) Bridge project. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Construction Project 506-1034

Bid Items	$1,333,232.40
Temporary Erosion Control	100.00
On-the-job Trainees	1,600.00
Pier Protection from Log Rafts	5,000.00
4½ Contingencies	60,296.96
State Supervisory Engineering	20,000.00
Oregon Bridge Engineering (construction engineering)	60,000.00
Estimated Total Cost of Project	$1,480,229.36

With the estimated cost of project at $1,480,229.36, the advance deposit is computed as follows:

County's present Federal Funds	$ 551,584.00
4-years' advance on Federal Funds (4 x 115,589)	462.356.00
TOTAL Federal Funds	$1,013.940.00

Fed Part 78%

$1,013,940 Federal Funds finances a $1,297,262 project. Matching funds on this amount would be as follows:

Federal Funds	$1,013.940.00
State participation	141,661.00
County participation	141,661.00
TOTAL Funds Available	$1,297,262.00

(more)

ENGR. ASST. OE AE UE

The difference between $1,480,229.36 total estimated project cost and 1,297,262.00 leaves $ 182,967.36 100% County funds

County's share for the estimated $1,480,292.36 project, using a 4-years' advance, would be:

$182,967.36	
141,661.00	
$324,628.36	Total County participation

The County's total advance deposit is $324,628.36, or say $324,600.00.

Please make this advance deposit in the amount of $324,600.00 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Would you please complete the enclosed encumbrance forms for the 4-year advance of Federal funds and return one copy to this office.

We understand that the right-of-way on this project is clear, so for our records would you please complete the two enclosed right-of-way certificates and return one to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

re: Landrith Br. Advance Deposit

Co.

Call Coos

Hamilton Cur
796-2426
Bill Peckham

Pat Tierney

Lonnie Van Ebberg
says "pre th'g sure"
will call tomorrow (Wed.)

Form B 3124 (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

Summary of Bids Received and Construction Authorization

JOB NUMBER 03

Project S FK COOS R (LANDRITH) BRIDGE

Highway FAS 255

F.A. Project No. RS 596002

County COOS

Engineer's Estimate 1213,792.00

Date Bids Received 08/15/74

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	1,333,232.40
02	HOLST CONST CO & M R HOLST CONST OAKRIDGE 97463	1,364,397.80
03	ROSS BROS CONSTRUCTION INC SALEM	1,367,337.00
04	HENSEL PHELPS CONSTRUCTION CO GREELEY COLORADO 80631	1,398,500.00
05	PETER KIEWIT SONS CO VANCOUVER WASHINGTON 98660	1,404,688.00
06	HANNAN BROS CONSTR, INC PORTLAND 97266	1,507,924.00

9.63 ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount		$ 1,333,232.40
Additional anticipated items:		
TEMPURARY EROSION CONTROL		100.00
ON-THE-JOB TRAINEES		1,600.00
PROTECT PIERS LOG RAFTS		5,000.00
Subtotal		$ 1,339,932.40
Contingencies and engineering	4-1/2%	60,296.96
	8%	107,194.59
Subtotal		$ 1,507,423.95
Credit for maintenance rock		.00
Net construction authorization		$ 1,507,423.95

ENGINEER'S RECOMMENDATION

1,333,232.40 Bid
6,700.00 Add. Items
60,296.96 Cont.
60,000.00 O.B.E.
20,000.00 St. E
1,480,229.36

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R

South Coos River (Landrith) Bridge — July 23, 1974
FAS 255, Coos County

Estimated Cost of Project: $1,375,000

County's present Federal Funds	$ 551,584
Four-years' advance on Federal Funds (4 x 115,589)	462,356
Total Federal Funds----------	$1,013,940

$1,013,940 Federal Funds finances a $1,297,262 project. Matching funds would be as follows: $\frac{1,013,940}{78.12} = 1,297,262$

$1,013,940	Federal Funds
141,661	State participation
141,661	County participation
$1,297,262	Total Funds Available

The difference between $1,375,000 total estimated project cost
and 1,297,262
leaves $ 77,738 to be 100% County funds

So, County's share for the estimated $1,375,000 project, using a 4-years' advance, would be

$ 77,738	
+ 141,661	
$ 219,399	Total County Participation

Project Matching Funds for a $1,375,000 Project Would Be:

$1,013,940	Federal Funds
141,661	State Participation
219,399	County Participation
$1,375,000	Total Estimated Cost

HR:mm

8054

August 8, 1974

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

Attention: Fay Crabtree
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5037

Gentlemen:

Attached for your files is a fully executed agreement for construction of a bridge over the South Coos River on South Coos River Road, FAS 255.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

TRANSACTION NUMBER 7-35

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-22-74

BY (Signature): L. W. RULIEN'S JULY 19, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS _____

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 23 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
23	RS-596(2)	0.189	1,375,000	1,013,900	SOUTH COOS RIVER (LANDRITH) BRIDGE SECTION. COOS COUNTY STATE OF OREGON.	ONE STRUCTURE

RECEIVED
STATE HWY ENGR
JUL 24 74
REFER TO
Hunter
FOR
Info | Inves | R/D | DIR | Sign | Act | File

only

7-22-74

80054

Region (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		7-22-74	William V. Conrad for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FHWA-45 (Rev. 8-71)

GPO 915-000

Budget Bureau N

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

July 19, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	Co. Rd., 6.3 mi. E. of Eastside.	ADT	500	850	94	10	Oregc

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FS ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUM
One Bridge					RS-	7 5

CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Coos

NAME OF URBAN AREA

ROUTE NO. S | FEDERAL-AID: 255 | STATE: Co. Rd.

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER F
				PE		Co. Rd., 6.3 mi. E. of Eastside.					
				ROW							
				CONST (CODE) X041		"S. Coos River (Landrith Bridge Section."	0.189	1,375,000	1,013,900	110,800	250,30
						PROJECT TOTALS	0.189	1,375,000	1,013,900	110,800	250,30

CARD 1 CODE 1 — PREPARED BY

1 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data:

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-67)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 19, 1974

PROJECT LOCATION (All Appropriate Spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., 6.3 mi. E. of Eastside.	ADT	500	850	94	10	Oregon	41	075	23

RTE (All Appropriate)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects POST NO.	DESIG.
				RS-	596	(2)		

Rural Secondary

COUNTY NAME	CODE	PROGRAM STAGE
Coos	011	[ ] 1 OR [XX] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	255	Co. Rd.	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., 6.3 mi. E. of Eastside.						One steel girder bridge, length 1000', horizontal clearance 34'.
N								
ST		S. Coos River (Landrith Bridge Section.	0.189	1,375,000	1,013,900	110,800	250,300 (Co.)	ROW-80 min; Access control: None; Parking Restrictions: None.
		PROJECT TOTALS	0.189	1,375,000	1,013,900	110,800	250,300 (Co.)	

DATES

REMARKS

Additional Data: Item 1104; Project S-596(1).

(-OVER-)

USCOMM-BUPUBROADS-68000-P61

S. Coos River (Landrith) Bridge Section

Project No. RS-596(2)

Project Data: Construct one bridge consisting of one steel girder concrete deck span over water way 180' and 6 Bulb-T prestressed concrete approach spans 121'-8" each for a total span length of 1000' with a roadway width of 34'.

The County will construct the required roadway approach and roadway on the new alignment.

Note: Construction Engineering on the project will be accomplished by the Oregon Bridge Engineering Company with supervision by the Highway Division. Refer to Project S-596(1) for the consultant engineering contract for this service.

Minimum Design Standards: None.

Public Hearing: Offered March 8, 1973. No request for hearing was received.

Location/Design: Approval granted under "Secondary Road Plan" on July 12, 1974.

System Action: Minor change in System alignment will be submitted in the near future.

Negative Declaration: FHWA concurrence January 22, 1974.

Water Developement, Railroads, Airports, Historical and Recreational Areas: None involved.

A-95 Review: Project approved by State and District 7 Clearinghouse letters dated December 26, 1973 and December 31, 1973.

Control of Utilities: The State does
legal authority or control the use by
way of this project. A State-County
to comply with paragraph 6d(1) of PPM

Note: (1) On-the-job trainees, as
interim 7-2(2), on this
PS and E stage and the n
PS and E documents.
(2) This project is in Congr

s River (Hendricks) Bridge Section

Project No. BR-596(2)

struct one bridge consisting of one steel girder over water way 180' and 6 Bulb-T prestressed spans 121'-8" each for a total span length of ay width of 34'.

nstruct the required roadway approach and roadway nt.

n Engineering on the project will be accomplished ge Engineering Company with supervision by the Refer to Project S-596(1) for the consultant ct for this service.

ndards: None.

ffered March 8, 1973. No request for hearing

Approval granted under "Secondary Road Plan" on

or change in System alignment will be submitted

nt. FHWA concurrence January 22, 1974.

Railroads, Airports, Historical and Recreational ed.

ct approved by State and District 7 Clearinghouse ber 26, 1972 and December 31, 1973.

Control of Utilities: The State does not have, at this time, the legal authority or control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS and E stage and the number stipulated in the PS and E documents.

(2) This project is in Congressional District No. 4.

COOS-CURRY COUNCIL OF GOVERNMENTS

P. O. BOX 434
COOS BAY, OREGON 97420

Bert W. Walborg, Chairman
Ira W. Tucker, Vice Chairman
Henry F. Hanson, Treasurer

PATRICK DUGAN
PLANNING DIRECTOR
PHONE 269-9316

S-596( )
FAS 235

December 31, 1973

COOS
7312-2-020

L. H. Young
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Young:

In compliance with regional clearinghouse procedures, the Coos-Curry Council of Governments has reviewed the "Notice of Intent" from the Highway Division to construct a bridge on the South Coos River Road in Coos County.

The Council of Governments noted that this proposed project would remove a major traffic hazard in the county and found no conflicting or duplicating projects within Administrative District 7. Also, the proposed project is not in conflict with any regional or local plan. Consequently, the Council unanimously approved this "Notice of Intent" and recommends that this proposed bridge be constructed, as proposed.

If you have any questions regarding this action by the Council, please do not hesitate to contact the Council's planning office.

Thank you.

1-7-74

Very truly yours,

Pat Dugan

Patrick Dugan
Planning Director

PD/jw
cc: Bill Kramer

cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
R. A. Sandmann
Alfred Shirley, Jr.

RECEIVED
JAN 4 1974
OFFICE ENGINEERING SECTION

11-30-73

MEMBER AGENCIES

COOS COUNTY	COOS BAY	MYRTLE POINT	PORT OF COOS BAY
CURRY COUNTY	COQUILLE	NORTH BEND	PORT OF BROOKINGS
BANDON	EASTSIDE	PORT ORFORD	PORT OF GOLD BEACH
BROOKINGS	GOLD BEACH	POWERS	LAKESIDE WATER DISTRICT

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

COOS

APPLICANT: Highway Division

PROJECT TITLE: S. Coos River (Landrith) Bridge, FAS 255

DATE: December 26, 1973

1-2-74

The state has reviewed your project and reached the following conclusions:

G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
R. A. Sandmann
Alfred Shirley, Jr.

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC 28 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7312 2 020

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
L. H. YOUNG

Ben

NOTED
R N CHASE

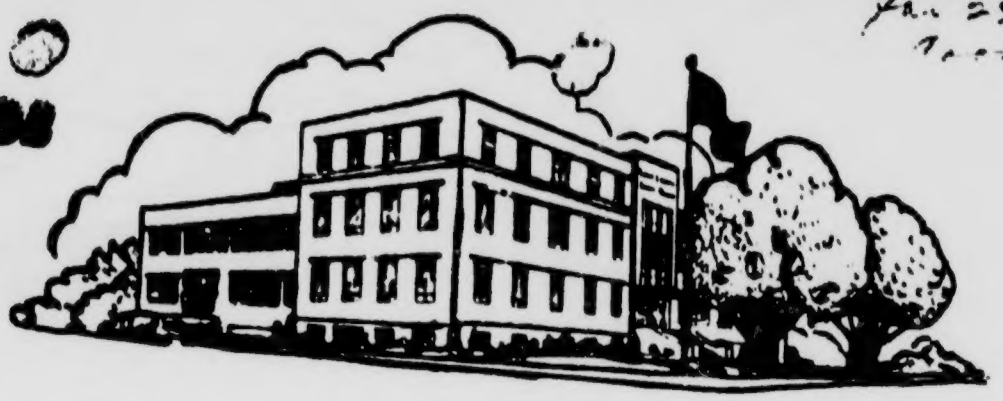
A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

NOTED
R. D. ASBURRY

Fas 255
Coos

County of Coos



BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Eisberg
M.R. "Mickey" Moffitt
Woody Robison

July 17, 1974

Mr. Cy Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: South Coos River (Landrith)
Bridge FAS 255, Coos County

Dear Cy:

Because of the latest estimate on Landrith Bridge, caused by increased inflation, Coos County cannot fund our share with out asking for an advance of four (4) years on our Federal funds.

We, therefore, are asking the approval of the State Highway Division to allow these advanced funds.

Thanking you in advance for your consideration.

Very truly yours,

BOARD OF COMMISSIONERS

RECEIVED
COUNTY & CITY SECTION
JUL 19 1974
ENGR. CHIEF. GE
R/W

Chairman

Woodrow Robison
Commissioner

Lonnie Van Eisberg
Commissioner

LVE/sv

Copy to E. S. Hunter
L. W. Rulien

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction contracts

Arrangement of Records:

Index:

INDEXING: Begins with #8035 Ends with: #8054 CONT ON Reel 172A

FLASH CARDS:

Remarks:

Reel No. 172 Reduction Ration 21X Project No ___

Camera: Name Bell+Howell Model Filemaster Film Kemm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 6th day of June 19 86 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Tia Mabry